

BOX ELDER

EMERGING AREA PLAN

T E C H N I C A L R E P O R T



December 1, 2008

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CHAPTER 1: INTRODUCTION

In the past few years Utah has seen a tremendous increase in population and economic growth, making Utah the third fastest growing state in the country. This brings many opportunities for Utah communities while also causing a significant need and challenge to plan for a strong regional and statewide transportation system.

In 2007, the Utah Department of Transportation (UDOT) began studying rural areas across the state that were experiencing higher than normal levels of growth. They called these areas “emerging areas.” Three primary growth indicators have been identified to measure emerging areas: population, employment and mobility. UDOT Planning has developed a rural community planning effort to identify and plan for areas experiencing a high rate of population and economic growth. UDOT’s Emerging Area Plan will prioritize areas in need of assistance and focus planning attention to the areas of the state that will benefit most from early, thoughtful planning.

Using readily available data from Utah Population Estimates Committee, United States Bureau of Labor Statistics, University of Utah Bureau of Economic and Business Research and the Utah Governor’s Office of Planning and Budget (GOPB), UDOT Planning created preliminary mapping of the state to highlight potential emerging areas. UDOT Planning researched a series of questions to determine whether an area could be classified as “emerging”:

- Has there been a significant up-swing in growth in populations, new housing construction, employment and commercial building permits?
- Does GOPB estimate substantial employment and population growth in the coming years compared to previous years?

After the initial data was gathered and the areas ranked, UDOT planners met with economists and representatives from each of UDOT’s four regions and Utah Metropolitan Planning Organizations (MPOs) to discuss and analyze the results and to determine where future Emerging Area Plans would be most beneficial.

In January 2008, during a round of “ground-truthing” with UDOT’s partners, Box Elder County was identified as the ideal candidate for UDOT’s first Emerging Area Plan. The Bear River Association of Governments (BRAG) had

contacted UDOT in 2007 about forming a Rural Planning Organization (RPO). UDOT Region One had been providing some assistance to help them form an RPO and UDOT leaders believed completing an Emerging Area Plan for the area would identify community issues and provide strong planning direction to serve as the base for the future work of the RPO.

PLANNING PARTNERS

Representatives from BRAG were invited to partner with the Emerging Area team, which consisted of UDOT Planning staff, UDOT Region One employees, InterPlan Co. as the transportation planners and Wilkinson Ferrari & Co. as project managers and public involvement consultants. BRAG was excited to participate and to partner with UDOT to develop an Emerging Area Plan for the area to serve as the base for the future work of the newly created RPO.

Bear River Association of Governments

BRAG has been the regional planning entity for Box Elder, Cache and Rich Counties for over 30 years. The newly formed RPO resides under the umbrella of BRAG as a forum for local government leaders to address regional issues, including transportation. BRAG personnel currently serve as staff to the RPO and administer meetings and other activities on behalf of RPO members.

Utah Department of Transportation

Many roads within the area are under UDOT's jurisdiction. Given the significance of these roads to the overall transportation network, it is important that UDOT officials be active and regular participants in the RPO and transportation planning.

Box Elder County

The County has an interest in continuing to be involved in the RPO planning process. Because both the Emerging Area and the RPO area are comprised of much land currently under the county's jurisdiction, policies and plans developed by the RPO will impact the county as will decisions on the part of the county impact the RPO. Close coordination of these two entities ensures that initiatives of each group do not work at cross-purposes.

Box Elder Cities and Towns

Local government officials are the backbone of regional planning in the RPO area. It will be the job of these communities to come together to bring the Emerging Area common transportation vision forward and to continue to add detail to the vision and to address and develop a common vision for conflict areas. It will be important in working with UDOT that the communities continue to be united behind a common vision for the area, and that the RPO help to organize that vision and to move it forward. The following local governments participated in the planning process:

- Bear River City
- Brigham City
- Corinne City
- Deweyville Town
- Elwood Town
- City of Honeyville
- Perry City
- Tremonton City
- Willard City

BOX ELDER EMERGING AREA PLAN GOALS

During the process of developing the Box Elder Emerging Area Plan, the Emerging Area team coordinated with community leaders to ensure that a regional transportation vision, looking 10, 20 and 30 years into the future, was developed and understood. Current and future transportation and planning studies in the area should complement this agreed-upon vision.

During the planning process, the Emerging Area team and Bear River Association of Governments Regional Planning Organization (BRAG RPO) agreed upon the following goals for the Box Elder County Emerging Area Plan:

1. Obtain a commitment from local leaders to uphold the area's transportation vision and to maintain open communication during future planning and project discussions.
2. Ensure that the Emerging Area's transportation priorities are reflected in state project decisions.
3. Outline a process to find the "right" transportation solutions for the emerging Box Elder communities.
4. Produce a common vision that serves as a resource for the counties and cities to reference as they begin working on their own long-term planning documents.

STUDY PROCESS

In March 2008, a kick-off meeting was held with the BRAG RPO members to discuss the Emerging Area planning process. The group discussed the purpose of the Emerging Area Plan, each organization's role and responsibility in the planning process and defined the study area boundary. The remainder of the meeting was spent discussing key growth issues in Box Elder County that affect the transportation system and future development.

Following the kick-off meeting, the Emerging Area team met with representatives from the cities, towns and county within the study area

to discuss their individual issues (see meeting notes in Appendix). The issues were compiled and reviewed by the Emerging Area team to develop three transportation scenarios that would be used to guide discussion and help leaders prioritize future needs and desires for their community.

The Emerging Area team met with the BRAG RPO in June 2008 to present the compiled issues and future growth scenarios. The same information was presented at a public workshop on July 30, 2008. The public workshop solicited comments from the community on the three transportation scenarios. Workshop participants discussed the growth scenarios and key community issues and were asked to state which scenario they preferred. The public workshop summary can be found in the Appendix. Public opinion was reviewed and incorporated into the scenarios to ensure that the final outcome of the EAP reflected the region's desires for the future.

On September 30, 2008, the Emerging Area team met with the BRAG RPO to present an overview of the public workshop and to present one "combination scenario" based on feedback from the workshop.

The BRAG RPO reviewed the common transportation vision and made recommendations for change. The Emerging Area team incorporated the changes and on October 28, 2008 the proposed Common Transportation Vision was presented to UDOT, BRAG and the participating county, cities and towns. The plan outlines a shared regional transportation vision for the next 10, 20 and 30 years and should be reviewed periodically to ensure that local entities are planning properly.

KEY PLANNING ISSUES

Long-term and short-term community and regional issues were identified during the planning process for the Emerging Area Plan. Short-term issues were sent to UDOT representatives for immediate follow-up. A list of the short-term issues can be found in the Appendix. Long-term issues were discussed

between the Emerging Area team and the BRAG RPO participants and presented at the public workshop.

The long-term needs and issues summarized below are the basis for the scenarios and the future vision.

- **Transportation Connections to Cache Valley and the Wasatch Front –**

Community members stressed the importance of developing and maintaining strong transportation connections to Cache Valley and the Wasatch Front. Box Elder County continues to attract manufacturing companies and will pull from outside counties to supply a workforce to support the employment growth. Also, Cache County's only access to I-15 is through Box Elder County.

- **Preserving Rural Community Character –**

Today, Box Elder cities and towns are primarily rural communities. While residents are not opposed to the predicted growth of the area, they do want to make sure that their quality of life and the uniqueness of Box Elder County is maintained for the future. Residents stated an important solution to maintaining the rural community character is to preserve the cities' main streets. Ideally, they suggested that vision might include a lower speed limit on main streets along with discouraging large truck traffic from traveling through downtown areas, provided they have other reliable routes to the key industrial centers.

- **Integrating Transit Service Throughout the County –**

Local officials believe that transit is becoming a more desirable transportation solution to help ease congestion on their roads. Community members discussed the possibility of extending transit service, including commuter rail to Brigham City and additional bus services throughout the county. There is also potential in the area to partner with many of the large businesses to support transit use of carpooling/vanpooling programs.

While most communities and residents were supportive of transit options, some concerns and issues were identified and will need to be addressed in the future. First, there is a concern that increased and improved transit service may hurt local businesses by making shopping outside of the community more accessible. Also, when implementing a transit service, many residents stressed the importance of ensuring that the service is frequent and reliable so that residents will consider using the service.

- **Providing Bicyclists and Pedestrians with Safe and Desirable Transportation Options** – Many participants thought Box Elder County could benefit from identified bike routes. There were concerns about bicycle safety on roadways with high speeds and little to no shoulders. In general, participants supported the concept of a trail

separated from the heavy traffic and high-speed roads and some had a desire for a bike trail on Forest Street out to the Bird Refuge in Brigham City.

- **Providing Safe and Efficient Routes for Large Truck Traffic** – Increasing truck traffic through the local communities is a concern. Residents would like to keep truck traffic out of the city and town centers to maintain the safety and character of the local roads. Many roads within the county are not built to handle heavy truck travel and these roads deteriorate quickly when used by large trucks. There is an interest to coordinate with industry representatives, ports of entry and key service locations to identify current and future freight transportation needs and plans.



CHAPTER 2: EMERGING AREA CHARACTERISTICS

BOX ELDER COMMUNITY PROFILE - EXISTING CONDITION

The 2000 Census reports the Box Elder Emerging Area encompasses cities and towns that range in size from Howell, population 221, to Brigham City, population 17,411. The area is largely rural in character with commercial areas concentrated in the larger communities and served by major state routes including I-15 and U.S. 89.

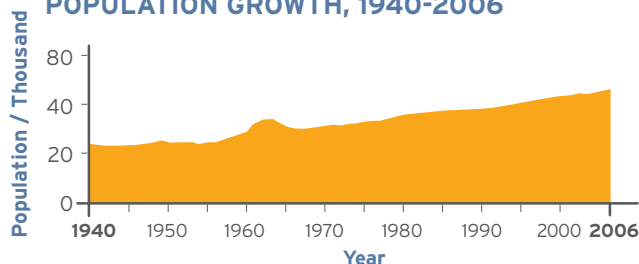
EXISTING SOCIOECONOMIC DATA

The socioeconomic data for the study area provides insight to the historic growth of both population and employment. It is also important in providing a framework for evaluating the existing transportation system. The following is a summary of historic and existing population and employment information for Box Elder County. While the study area is smaller than the county, the most developed areas are included in the study. County-level demographics provide sufficient detail to better understand the area.

Population

With the exception of a few minor decreases in the early 1940s and 1950s, the population of Box Elder County has been steadily increasing since 1940. Figure 2.1 shows population change between 1940 and 2006. Growth during this timeframe represents an average annual rate of change of about 1.3 percent per year.

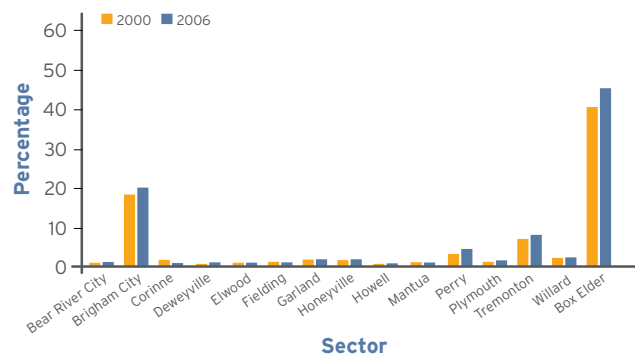
FIGURE 2.1 BOX ELDER COUNTY HISTORIC POPULATION GROWTH, 1940-2006



Source: Governor's Office of Planning and Budget

Most cities within the study area have also experienced growth, although to varying degrees in recent years. Between 2000 and 2006, only two municipalities in the study area experienced any decrease in population and these were minimal. Given the fact that the population of most of these areas is small to begin with, small increases or decreases in actual numbers can yield large percent changes. Figure 2.2 shows population for local jurisdictions in the study area.

FIGURE 2.2 POPULATIONS BY LOCAL JURISDICTIONS, 2000/2006

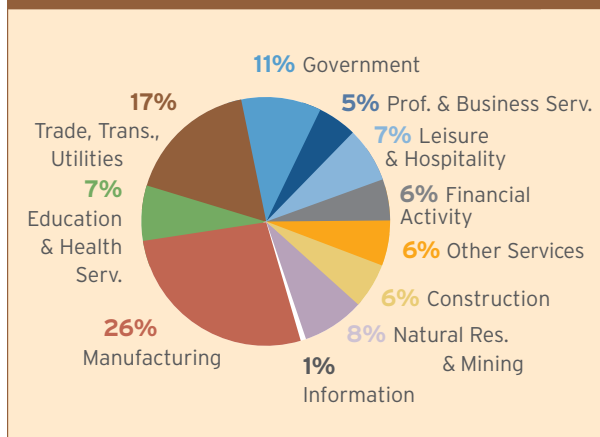


Source: Governor's Office of Planning and Budget

Employment

Employment in the area is dominated by the manufacturing sector with large employers such as ATK Thiokol, Autoliv, Wal-Mart Distribution Center and Nucor Steel. Over one-quarter of jobs in Box Elder County are in manufacturing, which have specific implications for the transportation system such as a higher volume of trucks on the roads to serve that manufacturing base. In addition, manufacturing jobs tend to be shift-work and are somewhat more likely to use ridesharing and carpooling for commute choices. Figure 2.3 shows the non-agricultural employment by sector for Box Elder County in 2008.

FIGURE 2.3 EMPLOYMENT BY SECTOR



Source: U.S. Census 2008

EXISTING LAND USE

Land uses throughout the region are generally consistent with a rural landscape, with small-scale retail in the central areas of several cities, low-density residential areas surrounding those “downtowns” and agricultural and manufacturing uses in the most rural areas. The exception to this pattern is along the U.S. 89 corridor at the south end of the study area, encompassing Willard, Perry and Brigham City. These cities have less agricultural land and more residential areas, owing their proximity to the employment centers of both Ogden and Salt Lake City.

ACTIVITY CENTERS

Three main “activity centers” exist in the study area. Activity centers are those areas that can be expected to generate increased traffic activity. Travel patterns and facilities to and from these areas are important considerations in the region’s overall transportation network. The three primary activity centers in the study area are:

1. **Brigham City**, especially the large-scale retail on the south side of the city
2. **South Iowa String Road**, adjacent to the Procter and Gamble site and near the Wal-Mart Distribution Center
3. **Tremonton**, the I-84 and I-15 freeway connection

UNIQUE CORRIDORS

“Unique corridors” are transportation corridors that contribute significantly to the economic nature of the area. There are three unique corridors in the study area:

1. **U.S. 89** from the Box Elder County border to Brigham City is a major connection to northern Weber County and Ogden. It is unique in character because while it is a major transportation facility (a principal arterial), many cities along its route consider it their “Main Street.” It functions as a de facto scenic byway and offers an alternative to I-15. In the summer and early fall, it is home to many popular farm/orchard stands adjacent to the road which sell locally harvested fruits and vegetables.
2. **Iowa String Road** between SR-83 and Tremonton is another unique transportation corridor within the area. Currently, the Procter and Gamble manufacturing site is under construction at the south end of the corridor. It is likely that other manufacturing operations, such as suppliers, will locate near Procter and Gamble. In addition, the Wal-Mart Distribution Center is located on SR-83 near Iowa String Road. Truck traffic uses the corridor to travel north to the I-84 and I-15 connection in Tremonton. Given the manufacturing and large-scale distribution uses near the road, it is now and will likely remain a trucking corridor for north/south movements west of I-15. Currently, it is not a state route. The south end of the road is in very poor condition due to the high volume of heavy vehicles using it from both the Wal-Mart and Procter and Gamble sites.
3. **SR-30** connects the north end of the study area to Cache Valley and provides an important economic tie between the two areas.

EXISTING ROAD INFRASTRUCTURE

The road network in the study area is dominated by minor arterial and collector streets, with only a few principal arterials as well as Interstates 15 and 84. In addition,

there are many local streets within each of the cities and towns that provide internal circulation and greater degrees of access.

EXISTING ACCESS MANAGEMENT

Access management principles apply to all state highways and are an important component in maintaining speed, capacity and safety on these transportation corridors. Access management components like intersections, signals and driveway spacing are especially important in this area because there are only a few transportation corridors serving truck routes, commute trips and commercial and residential access. UDOT has identified access management standards based on roadway type. These are available in Rule 930-6, also known as, "Accommodation of Utilities and the Control and Protection of State Highway Rights of Way."

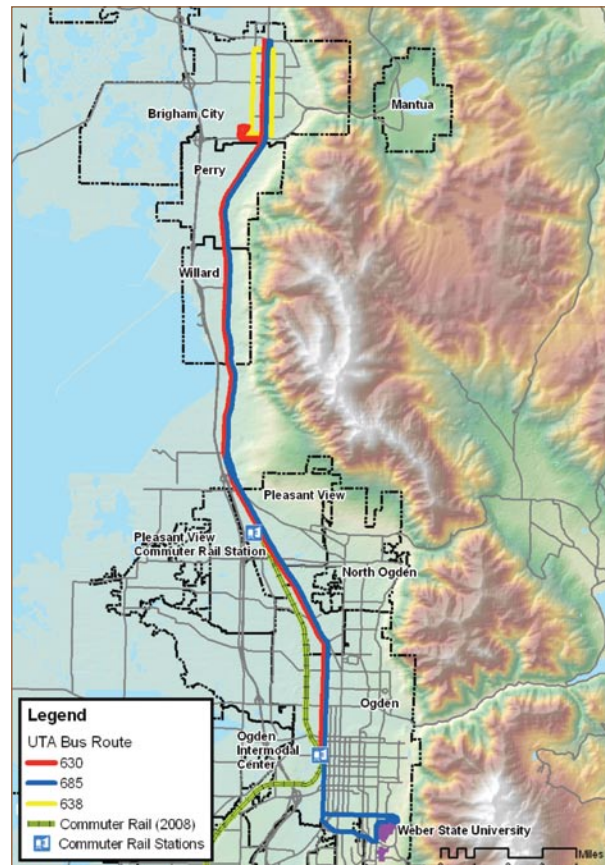
EXISTING TRANSIT INFRASTRUCTURE

Of the municipalities in the study area, only Brigham City, Perry and Willard are currently within the UTA service district.

- Route 630 provides bus service between Brigham City and the Ogden Intermodal Center from 5:30 a.m. to 9:30 p.m., Monday through Saturday.
- Route 685 offers express commute bus service between Brigham City and Ogden, with two southbound runs in the morning and one northbound run in the afternoon, Monday through Friday.
- Route 638 provides route deviation services in Brigham City and was recently implemented in August 2006.

Commuter rail transit service between Pleasant View in north Weber County and Salt Lake City opened in April 2008. The UTA service area is shown in Figure 2.4.

FIGURE 2.4
UTA TRANSIT SERVICE AREA IN BOX ELDER AND NORTH WEBER COUNTIES



BOX ELDER EMERGING AREATRENDS – FUTURE COMMUNITY PROFILE

Overall, the Box Elder study area is expected to grow in both population and employment over the next several decades. This has important consequences for the transportation network in the area. These implications can take many forms depending on the overall needs, ranging from residential development and access permitting to identifying truck routes that serve the manufacturing base of the study area.

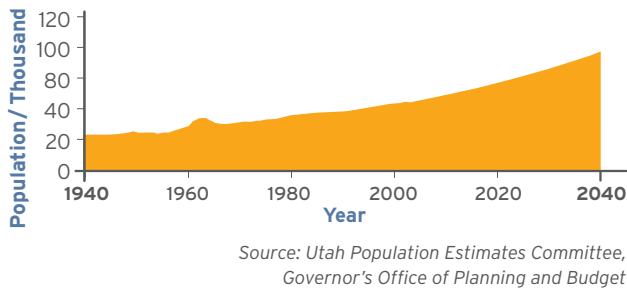
FUTURE SOCIOECONOMIC TRENDS

Population and employment projections for the study area and for Box Elder County are discussed on the next page.

Population

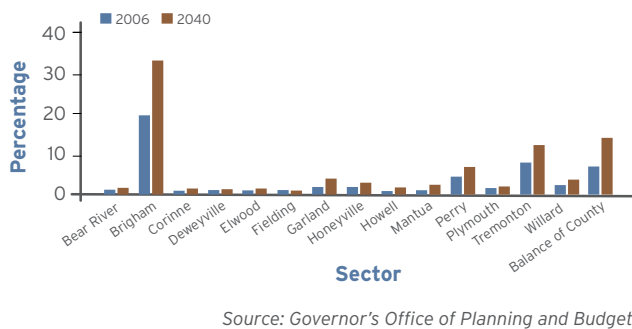
Similar to historic growth trends, projections for Box Elder County indicate that population is expected to continue to increase into the year 2040. The county population is expected to double between 2006 and 2040, going from just over 40,000 residents to about 85,000. Figure 2.5 shows county population growth between 1940 and 2040.

FIGURE 2.5 BOX ELDER COUNTY HISTORIC AND PROJECTED POPULATION GROWTH, 1940-2040



Municipal populations are expected to increase as well, with most of the growth being seen in the larger cities of Brigham City and Tremontton. Figure 2.6 shows population projections by city between 2006 and 2040. Brigham City, Tremontton and Perry are expected to experience large increases. Smaller cities and towns in the county will also grow although to a much smaller magnitude.

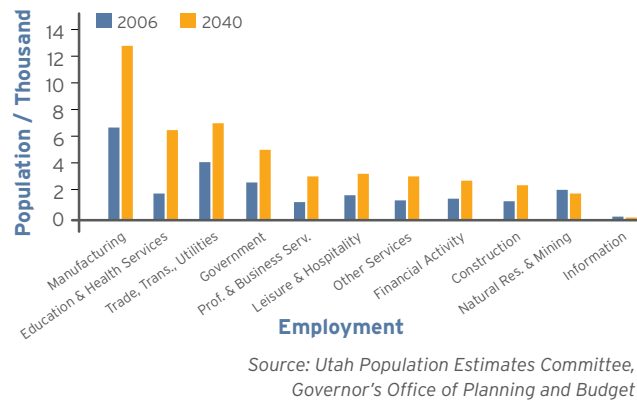
FIGURE 2.6 EXISTING AND FUTURE POPULATION PROJECTIONS BY CITY, 2006/2040



Employment

Employment within the study area is expected to continue to be dominated by manufacturing jobs. Given the current manufacturers located within the area as well as the construction of the Procter and Gamble plant, manufacturing will remain a strong and important part of the local economy. The proportion of jobs within each sector is not expected to change significantly, although the natural resources and mining as well as the information sectors are expected to decrease somewhat. Figure 2.7 shows employment projections for Box Elder County.

FIGURE 2.7 EMPLOYMENT BY SECTOR, 2006/2040



FUTURE ROAD CONDITIONS

Given the projected increases in both population and employment in the study area, increased traffic volumes on area roads can be expected in the future. The Utah Department of Transportation prepares a needs assessment report of transportation projects throughout rural Utah in order to determine projects to be included in the state's Long Range Transportation Plan (LRTP). State roads that are projected to need capacity improvements by 2030 (the planning horizon for the State LRTP) include I-15 from the southern county line to Brigham City, SR-102 from I-84 to SR-13 in Tremontton and SR-13 from I-15 to SR-102 in Tremontton. Cities and towns in the study area have also prioritized transportation projects based on their anticipated future need.

FUTURE TRANSIT INFRASTRUCTURE

Currently, the portion of the study area that is included in the UTA service area includes only Brigham City, Perry and Willard. As mentioned previously in the report, commuter rail transit recently opened, providing rail transit service to Ogden. Some municipalities in Box Elder County have been working closely with UTA to determine the feasibility of extending commuter rail northward to Brigham City. Box Elder County residents passed a quarter-cent sales tax increase for transit, which is a key step in bringing rail transit to Brigham City.




There are no specific plans for other transit infrastructure within the study area. However, if commuter rail to Brigham City becomes a reality, there will likely be additional momentum to connect Brigham City to other areas such as Tremonton and Logan with transit such as bus service. While there are no specific plans for transit infrastructure, as residential and commercial development continues to increase in Box Elder County and the Wasatch Front region spreads north, connecting communities to the commuter rail line will be popular and necessary.



CHAPTER 3: TRANSPORTATION SCENARIOS

Three transportation scenarios were developed, based on the issues, which attempted to demonstrate a “vision” for the future of the study area. These scenarios were not intended to identify specific infrastructure projects, but instead highlight transportation priorities and a common future for the pursuit of the cities, the county, the RPO and UDOT.

The three initial scenarios were titled:

-  **Inter-regional connections**
-  **Connecting local activity centers**
-  **Local circulation**

The three scenarios were based on the functional classification system, each focusing on a different element of it. Generally, a road’s functional classification is determined by whether its purpose is to provide access or mobility. Those roads at the smaller end of the functional class system move traffic more slowly but provide greater access, such as to local roads, residential or

small commercial properties. On the other end of the scale, expressways provide greater mobility as they move more traffic at greater speeds, but with limited access to places such as driveways and intersections. This concept is illustrated below in Figure 3.1.

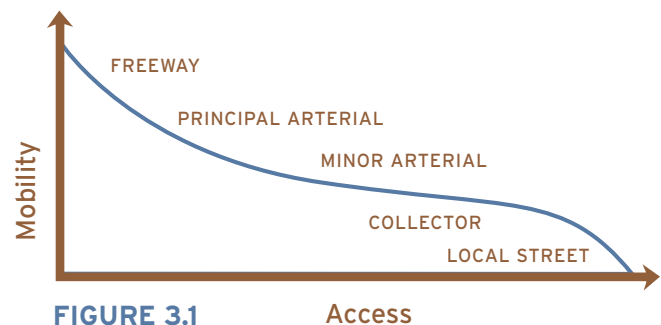










FIGURE 3.1

FUNCTIONAL CLASSIFICATION

The functional classification of roads is a way to classify streets and highways based on their general characteristics and purpose. Each type of road can be distinguished by characteristics such as the types of traffic the road serves, speeds, traffic volumes and access. The Functional Classification System is shown in Figure 3.2.

FIGURE 3.2

 <p>Freeway</p>	 <p>Principal arterial</p>	 <p>Minor arterial</p>	 <p>Collector street</p>
 <ul style="list-style-type: none"> • High traffic speeds with minimal travel delays • Provides most direct route for long distance trips • Limited opportunities to get on and off the road 	 <ul style="list-style-type: none"> • Provides direct, moderate to high speed service • Ideal for trips within the region and higher traffic volumes • Access is strictly managed with priority given to mobility 	 <ul style="list-style-type: none"> • Provides moderate speed service • Serves inter-regional trips and moderate traffic volumes • Provides more access than a principal arterial 	 <ul style="list-style-type: none"> • Moderate to low travel speeds and short distances • Provides a connection between arterial and local roads • Easy access; serves primarily intra-county travel



SCENARIO 1

INTER-REGIONAL CONNECTIONS

The inter-regional connections scenario focuses on improving transportation facilities for both roads and transit that serve long-distance travel through the region. Connections from eastern Box Elder County to Cache, Weber, Davis and Salt Lake counties are strengthened as well as to southern Idaho and other regions outside of Utah.

The road system in this scenario prioritizes higher-functioning facilities such as principal arterials over minor arterials and collector streets. High-speed, high-traffic-volume roads are expected to carry traffic into and out of the area. For example, the state highways that connect the study area to Cache County on both the north and south ends are principal arterials, as is SR-38 between Brigham City and SR-30.

Existing interchanges are upgraded to improve their function and to better accommodate freight movements. Upgrading existing interchanges will improve travel times to larger cities such as Ogden and Logan. However, no interchanges are added to the transportation system in the interest of maintaining efficient travel time on the freeway.

The transit system assumes that commuter rail transit has been extended from Pleasant View, Weber County to Brigham City. Improvements

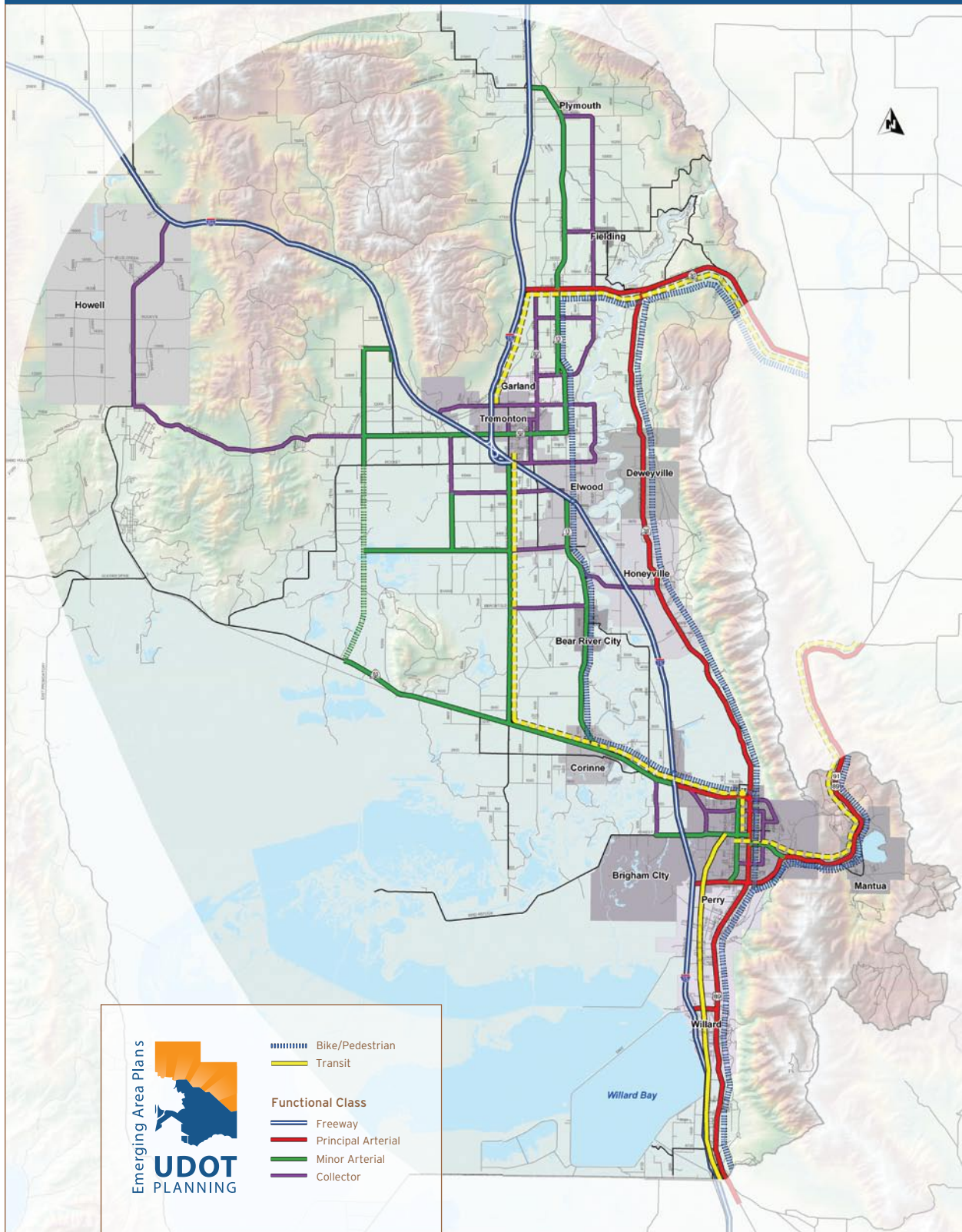
to the transit network that is included in this scenario focus on connecting Tremonton and Cache Valley to commuter rail through additional transit service, either standard bus, bus rapid transit or a fixed guideway system. Transit connections to Cache Valley would be both on the north end via SR-30 and on the south end via U.S. 89/91. This offers more of a linear transit corridor rather than a circular connection.

The inter-regional connection scenario includes a bike/pedestrian trail that extends from south of Willard to Brigham City and continues north along SR-38 to SR-30, then eastward to Cache Valley. While this alternative has fewer trails, it provides long-distance routes, primarily for bicycling, on or near principal arterials.

A transportation network that illustrates these concepts for the inter-regional connections scenario is shown in Figure 3.3 on page 12.



FIGURE 3.3 INTER-REGIONAL CONNECTIONS SCENARIO



SOURCE : Functional Classification from InterPlan (2008), Municipal Boundaries (2007), County Boundaries (2007), and Streets (2007) from Utah Automated Geographic Reference Center (AGRC)

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SCENARIO 2

CONNECTING LOCAL ACTIVITY CENTERS

The connecting local activity centers scenario focuses on providing efficient connections to key activity centers such as the area's major cities and employment centers. This will ensure that residents can travel efficiently to these areas for work, shopping or recreation. Less priority is placed on traveling within cities and towns and traveling outside the emerging area.

The road network in this scenario is more balanced than in the previous scenario, but contains more minor collectors than the other two. Higher functioning roads are used to connect the study area with Weber and Cache counties and between Brigham City and Tremonton via Iowa String Road. Minor collectors provide other important north/south and east/west connections. Roads that connect major activity centers are widened, such as Tremonton to Brigham City.

Improvements to existing interchanges plus the addition of a few interchanges are assumed in this scenario. This provides a balance between

increasing access to the interstate system with maintaining acceptable freeway speeds and travel times.

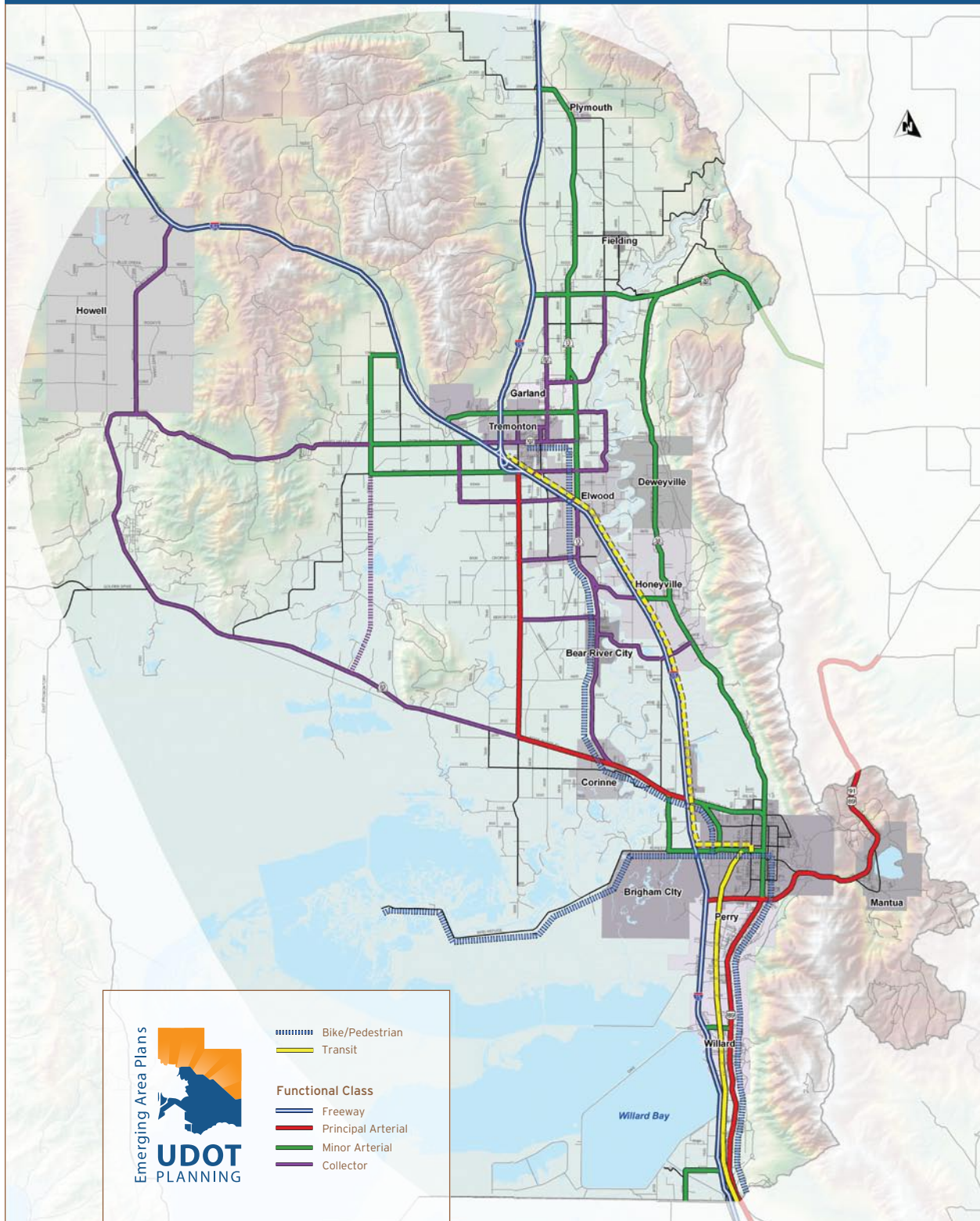
The transit network in this scenario again assumes that commuter rail transit is provided to Brigham City and that additional bus transit service connects Tremonton to Brigham City.

Regional trails run along U.S. 89 and west into the Bear River Bird Refuge as well as between Brigham City and Tremonton.

A conceptual transportation network for this scenario is shown in Figure 3.4 on page 14.



FIGURE 3.4 CONNECTING LOCAL ACTIVITY CENTERS SCENARIO



SOURCE : Functional Classification from InterPlan (2008), Municipal Boundaries (2007), County Boundaries (2007), and Streets (2007) from Utah Automated Geographic Reference Center (AGRC)

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SCENARIO 3

LOCAL CIRCULATION SCENARIO

The local circulation scenario stresses more, smaller roads throughout the emerging area that disperse traffic into more of the network and provides better circulation within cities and towns. The focus of this scenario is primarily on providing a greater number of collector roads rather than fewer principal or minor arterial roads.

Also included in this scenario is the addition of interchanges along I-15 in order to increase local freeway access. Improvements are focused on internal circulation so that getting to and from jobs, shopping and other trips will have different travel options including walking, biking, bus and car.

This scenario includes a transit loop that connects most cities and towns in the emerging area to the proposed commuter rail transit station in Brigham City. Transit service like this would provide for a good rail connection to the

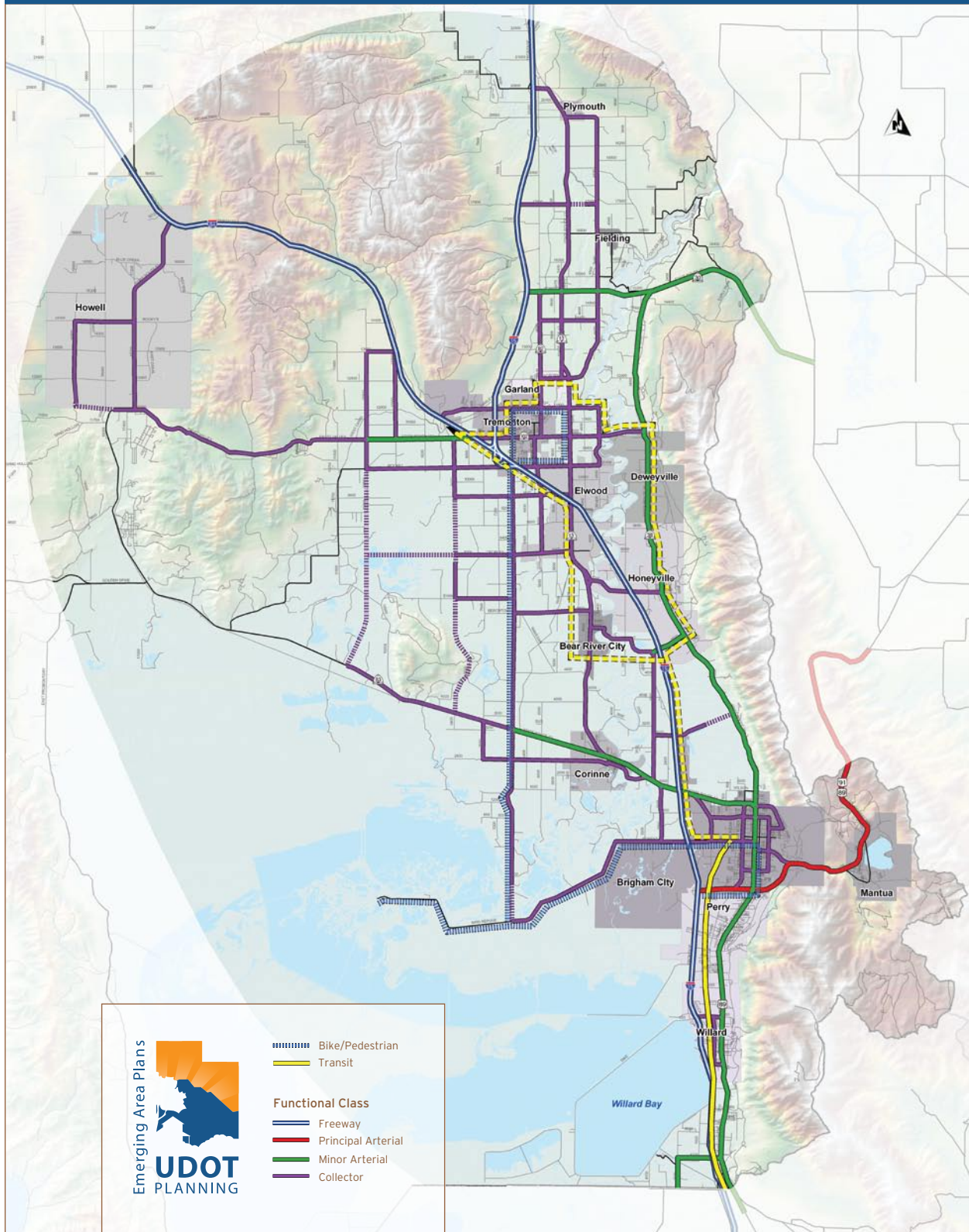
Wasatch Front area as well as local circulation between cities.

The local circulation scenario includes a bike/pedestrian trail that connects Brigham City and Tremonton running along Iowa String Road. There is also a trail connecting Brigham City to the bird refuge area as well as a trail that forms a loop in Tremonton making it easy for people that live in Tremonton to move around easily on foot or on bicycle.

This scenario is shown in Figure 3.5 on page 16.



FIGURE 3.5 LOCAL CIRCULATION SCENARIO



SOURCE : Functional Classification from InterPlan (2008), Municipal Boundaries (2007), County Boundaries (2007), and Streets (2007) from Utah Automated Geographic Reference Center (AGRC)

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SCENARIO OVERVIEW

Each of the three scenarios initially considered has strengths and weaknesses, depending on the priorities of various entities. For example, concentrating traffic on fewer, higher-volume streets such as in the inter-regional connections scenario makes those roads less amenable to bicycle and pedestrian-friendly improvements. Routes that are identified as truck routes become less attractive to service residential development.

Funding is the most tangible implication for identification and prioritization of transportation improvements, and what it means to the study area if improvements to I-15 are deemed more important than improvements to Iowa String Road,

for example. All of the benefits and costs of each scenario should be carefully considered in establishing the area's transportation vision for its future. Figure 3.6 provides a summary of each scenario including their implications.

FIGURE 3.6

	 Inter-regional Connections	 Connecting Activity Centers	 Local Circulation
Freeway Interchanges 	<ul style="list-style-type: none"> • Limit number and location of new interchanges to maintain freeway speeds • Upgrade existing interchanges to improve travel time 	<ul style="list-style-type: none"> • Add or improve interchanges serving Tremonton and Brigham City 	<ul style="list-style-type: none"> • Add new interchanges and access points throughout the county to improve freeway access
Road Widening 	<ul style="list-style-type: none"> • Focus on a limited number of road improvements generally south (to Ogden) and east (to Logan) 	<ul style="list-style-type: none"> • Focus on road improvements that provide high-speed access to and from Tremonton or Brigham City 	<ul style="list-style-type: none"> • Seek to build a dispersed network of slow speed roads serving the entire county
Transit Service 	<ul style="list-style-type: none"> • Extend bus service from CRT to other locations • Improve bus connections to Cache Transit 	<ul style="list-style-type: none"> • Intra-county bus service expansion 	<ul style="list-style-type: none"> • Para-transit service expansion
Pedestrian/Bike Alternative Modes 	<ul style="list-style-type: none"> • Maintain function of main streets to serve high-speed travel • Build recreational bicycle paths 	<ul style="list-style-type: none"> • Provide core parking and trail destinations to Brigham City, Tremonton and major recreational areas 	<ul style="list-style-type: none"> • All downtown main streets serve lower traffic-carrying functions as per local community plans
Truck Routes 	<ul style="list-style-type: none"> • Maintain high-speed travel on state highways 	<ul style="list-style-type: none"> • Build infrastructure to promote industrial expansion of Brigham City and Tremonton 	<ul style="list-style-type: none"> • Provide multiple travel routes so no single route is impacted too heavily
Scenario Implications	<ul style="list-style-type: none"> • Main streets (state highways) maintain higher speed rather than emphasis on accessibility and bike/ped concerns • Traffic is concentrated on fewer, higher-functioning roads 	<ul style="list-style-type: none"> • Major routes between Tremonton and Brigham City (i.e. Iowa String) are major freight routes, less amenable to small-scale development 	<ul style="list-style-type: none"> • Disperses regional travel on more, smaller roads • "Downtowns" are more accommodating to bicycle, pedestrian and other local traffic • Freight routes are not appropriate through downtown areas

CHAPTER 4: THE COMMON TRANSPORTATION VISION

The key themes that emerged during the process were incorporated as the Emerging Area Plan's Common Transportation Vision.

Figure 3.7 (p.20) displays the Box Elder Emerging Area Common Transportation Vision. This map provides ideas and possible solutions to support one or more of the key themes.

EMERGING AREA ACTION ITEMS

Potential action items have been identified for the key themes of the Common Transportation Vision. These action items will serve as a guide to future planning efforts in the area.

TRANSPORTATION CONNECTIONS TO CACHE VALLEY AND THE WASATCH FRONT

Action Items

- Develop with UDOT Region 1 and local governments a plan for U.S. 89. Currently, the road serves as a "gateway" to the Box Elder region as well as an alternative to I-15. Differing opinions about the future nature and character of the roadway were offered during the planning process (see map).
- Develop with UDOT Region 1 and local governments a plan for SR-30 to function as a safe, high speed, high capacity road. This east-west road at the north end of the study area provides an important connection to Cache Valley and I-15.
- Continue discussions among Brigham City, Willard, Perry and UTA to extend commuter rail service from Pleasant View in Weber County to Brigham City.
- Coordinate with Cache Valley Transit regarding bus service to and from Cache Valley via U.S. 89/91 and/or SR-30.
- Work with UDOT regarding planning for I-15 improvements at the south end of the county including pavement improvements, widening and potential managed lanes.

- The Box Elder RPO board should consider making individual maps for cities and towns in the area that show the Common Transportation Network and what the specifics of the Network entail for each jurisdiction. This should be done while keeping in mind the importance of the regional context in this process and how the policies and plans of each city and town come together to form the regional vision.

PRESERVING RURAL COMMUNITY CHARACTER

Action Items

- Develop city and town transportation plans that clearly articulate the desired function of the various streets within the community, with special attention paid to state routes, especially main streets.
- Meet with UDOT to discuss corridor preservation, access management and signal spacing standards on state routes and identify future areas of development and potential access concerns.
- Identify priority corridors in the area and determine which characteristics about the road should be maintained or improved such as landscaping and aesthetics, alternative travel modes, highway capacity and highway speed.
- Meet with UDOT and local governments to outline priority corridors and then take steps to determine specific strategies to upgrade them within available financial resources.

INTEGRATING TRANSIT SERVICE THROUGHOUT THE COUNTY

Action Items

- Continue discussions with Brigham City, Willard, Perry and UTA to extend commuter rail transit from Pleasant View in Weber County to Brigham City.
- Revisit the recommendations outlined in the Box Elder Transit Study completed in 2005 and determine if new recommendations are needed. This study offers specific recommendations with respect to intra-county transit service.
- Begin discussions with Cache Valley transit providers on the best way to provide efficient connections between Cache Valley and the Box Elder area, including connections to commuter rail transit.

PROVIDING BICYCLISTS AND PEDESTRIANS SAFE AND DESIRABLE TRANSPORTATION OPTIONS

Action Items

- Examine and coordinate city and town general plans and transportation plans to determine how bicycle and pedestrian routes fit into their overall circulation plan.
- Work with UDOT's Bicycle and Pedestrian Coordinator to identify both existing and potential state routes where bicyclists and pedestrians should be accommodated.
- Proactively engage volunteer groups to plan for trails and bicycle facilities.
- Encourage local elementary and middle schools to create and submit to UDOT their School Neighborhood Access Plan (SNAP).

PROVIDING SAFE AND EFFICIENT ROUTES FOR LARGE TRUCK TRAFFIC

Action Item

- Begin discussions with UDOT and local governments to preserve access control, build to truck related pavement/design standards and maintain high speed function

on Iowa String Road, SR-83, SR-30 and possibly other truck routes.

- Identify current state routes such as SR-38, SR-13 and SR-83, where increased local control might provide advantages to local governments in development approval, would not degrade intercity travel and might be used for future jurisdictional transfer issues where state management is desired on other routes.
- Work with UDOT and local governments to create a truck route plan to allow for appropriate development standards on designated truck routes.

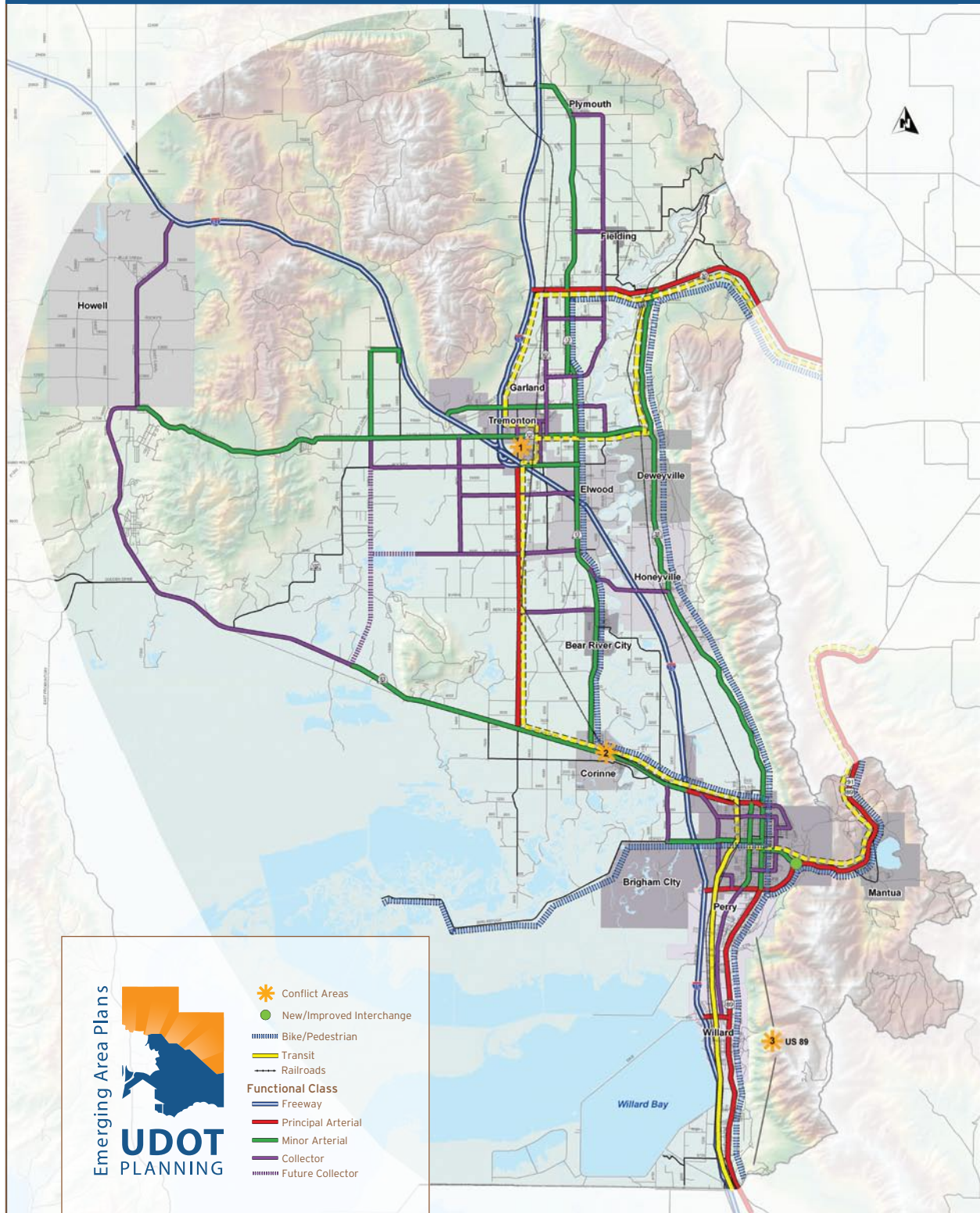
CONFLICT AREAS-UNRESOLVED ISSUES

There are a few areas where transportation priorities differed. These areas are shown on the map as "conflict areas" and should be high on the priority list for resolution by the BRAG Rural Planning Organization.

1. The connections to I-15 and I-84 in Tremonton need to be further discussed. Currently, truck access to freeway interchanges is in Tremonton's commercial area. The RPO group should decide if this is the best way to continue to provide freight movement through the area.
2. Similarly, the functional classification of SR-13 through Corinne needs to be addressed. This is a major freight route, providing truck access to the Wal-Mart Distribution Center and, in the future, to Procter and Gamble as well as other potential manufacturing sites. However, it is a large contributor to the character of Corrine and the needs of the town. Commercial development should also be considered.
3. Finally, the nature of and vision for U.S. 89 through Willard, Perry and Brigham City differs among various entities. Whether it is a road that serves the function of a main street in these cities or provides a major traffic thoroughfare is something that should be a high priority for near-term discussions by the RPO group.

Planning for the Box Elder regional transportation needs will require ongoing discussion and coordination among local governments, the BRAG Rural Planning Organization and UDOT to ensure that the best decisions can be made. The common transportation vision is illustrated in Figure 3.7.

FIGURE 3.7 COMMON TRANSPORTATION VISION



SOURCE : Functional Classification from InterPlan (2008), Municipal Boundaries (2007), County Boundaries (2007), and Streets (2007) from Utah Automated Geographic Reference Center (AGRC)

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BOX ELDER EMERGING AREA PLAN

APPENDIX A: MEETING SUMMARY

APRIL 15TH 2008– BOX ELDER COUNTY

On April 15, 2008, Bethany Matsumori, Wilkinson Ferrari & Co., met with Box Elder County Commissioner Jay Hardy, County Planner Kevin Hamilton and County Road Supervisor Bill Gilson to discuss the Emerging Area Plan process for Box Elder County.

Action Items

- Bethany will send out copies of the meeting notes from the EAP city meetings to Kevin and Bill.
- Bethany will contact Sen. Bennett's office regarding information he put together on manufacturing and Box Elder County.
- Kevin will send Bethany contact information for some of the key employers. (Thiokol, Nucor)
- Bethany will set up a meeting with the County Commissioners after all of the city meetings are complete, but before the next BRAG meeting.

The following is a summary of the issues that were shared during the meeting.

Future Meeting with County Commissioners

- Bethany asked about scheduling a meeting with all of the Box Elder County Commissioners to get their input into the EAP study.
- Commissioner Hardy stated that they would like to meet with the EAP team after they have met with all of the area cities and before the BRAG meeting to update.

- Bethany will send Kevin Hamilton and Bill Gilson copies of the notes from each EAP city meeting.

Jurisdictional Transfers

- The County met with UDOT (R1 Director Cory Pope) to discuss jurisdictional transfers last week.
- They would like UDOT to take 6800 West in exchange for 6.5 miles of State Route 13 (Riverside to Plymouth) and 2.5 miles of State Route 81 (at 1500 North).

Top County Roads

- 6800 West (Iowa String Road)—goes through Tremonton, Elwood and Corinne and serves traffic from State Routes 83 and 13.
- 2800 West (Pack Hatch)—serves Bear River City, Honeyville, Corinne and State Route 83.
- West of I-15 in Brigham City, the city and county have plans to develop the area for industrial use (between I-15 and 2800 West).
- Foss Valley—two-lane county road that goes to Thiokol.
- Volcraft—experiencing higher traffic volumes.
- Long-term need—plan for more east-west routes.

Trucking

- Truck traffic is increasing in the area and having an impact on the county roads. Many are in need of repair because of the damage done by high volumes of truck traffic.

- There is future potential in Box Elder County for developing trucking distribution centers. The area is attractive to the trucking industry because it avoids the traffic and congestion of Salt Lake and Davis Counties. It is also just as close to Denver as Salt Lake City and an hour closer to Seattle and Portland.
- I-15 and Hwy 84 are key routes for truck traffic through the area.
- Approximately 400 trucks travel to and from the Wal-Mart Distribution Center each day on local roads.
- 570 gravel truckloads travel to the construction site of Procter and Gamble each day.

Transportation Demand Management

- Currently, Brigham City is the only Box Elder County city to have UTA transit service and there is a desire to see transit expanded in the area.
- UTA bus service should be extended from Brigham City into Tremonton.
 - › A route should run to and from Tremonton to Thiokol and to and from Brigham City to Thiokol.
- Commuter rail should be extended into Tremonton/Portage area.
- Currently, many commuters are using the Box Elder County Fairgrounds as a Park-and-Ride lot and carpooling to work.
 - › Tremonton would be a good location for a Park-and-Ride lot. Many Thiokol employees would use the lot.
- Thiokol and UTA should partner together to discuss transit and vanpool/ carpool programs.

Employment

- Cache County, Weber County and Mallad, Idaho residents are working in Box Elder County.

- › For every job created within the county—it also provides a job opportunity outside of the county.
- › Many manufacturing jobs are becoming more high tech, so it's requiring a larger recruitment pool than just Weber County.
- Box Elder County employment is nearly 50 percent manufacturing related.
- Key businesses: Thiokol, Nucor.

Residential Development

- There is a need to plan for more affordable housing within the county.

Future Growth

- Future growth is predicted to be in the western area of the county. Most of the land is used for agriculture or owned by the BLM.
- New subdivisions are planned for Riverside, Plymouth and Portage.
 - › Portage will need more water rights to develop further.

APRIL 28TH 2008—BEAR RIVER CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Bear River City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Primary Roads

- The mayor was concerned about the safety of the intersection at SR-13 and SR-83 in Corinne City. Traffic on SR-83 is supposed to yield to traffic on SR-13. However, many of the large trucks are not yielding.
- The mayor would like to see a north-south signal added to SR-13 to manage the intersection.
- The mayor would like to see better signage leading truck traffic to Wal-Mart and Procter and Gamble. Many of the large trucks get lost and go into Bear River City.
- State Route 83 in Corinne City is getting very congested. The road may need to be expanded in the future.
- In 10 to 15 years, Bear River City would like to have an I-15 interchange into Bear River City, Elwood and Honeyville at the old cement factory location.
- Wal-Mart delivery trucks are parking along SR-13 because they have to wait for the specified delivery time at the Distribution Center. Wal-Mart should provide parking for these large trucks at their gravel pits.
- 6400 North is a county road near the Procter and Gamble site. The mayor expects that road to see more traffic because of Procter and Gamble and planned residential growth.

Residential Development

- Residential development is planned for the area around 6400 North. The mayor was unsure of the number of homes to be built.
- New subdivisions in the city will be required to build their own roads.
- Currently, Bear River City has not gotten any pressure to build more housing in response to the Wal-Mart and Procter and Gamble businesses.

- The city is not opposed to annexations, but they have to be contacted by the area with a request for annexation and the area must be a continuous area attaching to the current city boundaries.
- There are several large property owners who could decide to develop their land. Each property could probably develop into 20 homes.
- They do not expect much growth west of the Iowa String Road because the land is too swampy.

Economic Development

- Procter and Gamble has been known to have their suppliers (boxes, packaging supplies, etc.) build near their operation plants. The mayor said he thinks that other large companies will build near the Procter and Gamble site to provide services to them.

Railroad

- Trains are increasing in the area. None of the railroad crossings have arms to block traffic from trains.
- Procter and Gamble will be using trains for deliveries and will increase the current train traffic.

Utilities

- Bear River City's infrastructure is keeping up with the area's growth.
- The City added a new sewer lift system a few years ago. The system will reach capacity if/when 43 new homes are added in the area. (Only eight building permits were given last year).
- Bear River City gets their water through ACME water. ACME decides when and where to build new water lines and this greatly impacts where and when future growth will be developed.

- Bear River Water Conservancy and Brigham City could also provide the area with water if they needed another provider.
- The proposed Rocky Mountain power line, the Ruby gas line and Proctor and Gamble's water line will not impact Bear River City.
 - › Farmers along the west side of I-15 will take the brunt of the utility impacts.

Carpool

- Many residents in the area carpool or use UTA vanpools to travel to Thiokol/ATK and Hill Air Force Base.
- A Park-and-Ride lot near I-15 might be useful in the future.

Travel

- Most people in Bear River City go to Ogden for shopping and entertainment.

Meeting Attendees

Mayor Neil Nelson
 Carol Andreasen, Bear River City Recorder
 Brian Carver, BRAG
 Tim Boschert, UDOT Planning
 Andrea Olsen, InterPlan Co.
 Bethany Matsumori, Wilkinson Ferrari & Co.

APRIL 28TH 2008–TREMONTON CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Tremonton City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and

plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Area Growth Trends

- Tremonton leaders stated that Brigham City has seen negative growth over the last few years and that the area will not be able to grow much more because it is land-locked.
- Tremonton believes they will see more growth than Brigham City. The city is close to Procter and Gamble and they are planning to have more residential growth in their city to support the Procter and Gamble employees.
- Tremonton believes that most of the county's growth will be west of I-15.
- The city is projecting their build-out population to be approximately 30,000 people.
- There are opportunities for annexation with areas west of the city.

Utilities

- The city is looking at the possibility of adding a sewer lift just west of I-15 and north of I-84. If the sewer system is expanded, the city will be able to accommodate more growth.
- The city currently utilizes water and sewer impact fees for new development. They do not collect road impact fees.
- The city is concerned about the proposed Rocky Mountain power line that will cut through Tremonton. The proposed route will damage the city's new road that was built between 1000 North (1200 North County) and SR-102.
- The city buys water from the Bear River Conservancy District. The city is also submitting a permit to see if they can begin drilling culinary water from a well near the Bear River.

- The city has first-rate fire services. They recently purchased a ladder truck. Several years ago there was a fire on Main Street and the city chose to make fire protection a priority.

Primary Roads

- State Route 102 is Tremonton's Main Street. The city would like to see the road widened to two lanes in each direction.
 - › Tremonton has had difficulty working with UDOT to discuss issues regarding Main Street. The city almost lost several businesses in the area because UDOT was slow to respond or unable to accommodate the city's requests.
 - › Tremonton would like to reduce the speed on Main Street through their business district. UDOT has asked them to apply for a variance.
 - › Tremonton would like to have more control over their Main Street and work with UDOT to understand the non-transportation factors that impact the road (businesses, pedestrians, future plans, etc.).
- Iowa String Road: The Iowa String Road has deteriorated because of the heavy truck traffic.
- The city would like to see the state take ownership of the Iowa String Road because it is a key trucking corridor that connects vehicles to I-84 and I-15.
- Tremonton is currently waiting for a traffic signal to be added to SR-102 at 1000 West.
- 1000 North in Tremonton (1200 North on the county system) is expected to be a main route for local traffic in the future.
- The area of 1000 North and I-84 needs to be improved to deal with increased truck traffic.
- Future Roadway Improvements:
 - › I-15 will need to be expanded through Box Elder County.

- › The city expects that Box Elder County will need an I-215 or an extension of the Legacy Highway to serve development in the west.
- › The city suggested that the area may need a truck bypass road or a truly limited or no access highway to serve the high truck traffic.

Residential Development

- Residential development is planned in Tremonton along SR-102, Hillside (1400 North) and the Iowa String Road. The developments will add 200 to 400 homes for the area.
- Tremonton states that they are conservative when it comes to development. They want to make sure that the area has strong industry before building the supporting residential areas.
- The city is hoping to provide affordable housing opportunities.
- Tremonton does not want to be a "bedroom community" and instead is trying to use "Smart Growth" principles.
- Traffic circulation in the region is difficult because of the barriers of the Mallad and Bear Rivers, the railroad and I-15. This poses problems with zoning, making it difficult to centralize business and residential areas.
- Thatcher, the area west of Tremonton, is looking at building 800 new homes if they can secure the proper utilities.

Signage

- The key employers for Tremonton residents are Thiokol/ATK and Nucor.

Current Studies

- The city is currently updating their road plan, water plan and capital facilities plan.

Transit

- Tremonton recently surveyed their community about transit and residents were not supportive of transit.
- The community is worried that transit will lead to “retail leakage” where people will travel outside of Tremonton for goods and services.
- The senior center does provide some transportation services in the area.
- Those in support of bus service, preferred to work with the Logan bus system and Cache Valley.

Meeting Attendees

Mayor Max Weese
Chris Breinholt, City Engineer
Steve Bench, Building and Zoning Department
Rich Woodworth, City Manager
Paul Fulgham, Public Works Director
Brian Carver, BRAG
Tim Boschert, UDOT Planning
Andrea Olsen, InterPlan Co.
Bethany Matsumori, Wilkinson Ferrari & Co.

APRIL 15TH 2008—BRIGHAM CITY CHAMBER OF COMMERCE MEETING

On April 15, 2008, Bethany Matsumori, Wilkinson Ferrari & Co., met with Monica Holdaway, Executive Director of the Brigham City Chamber of Commerce.

Action Items

- Bethany will notify Monica of the public visioning workshop. Monica will send out a meeting announcement about the workshop in the Chamber newsletter.

The following is a summary of the issues that were shared during the meeting.

About the Chamber

- The Brigham City Chamber represents approximately 350 businesses in the area.

- The businesses are primarily retail and service oriented.
- 90 percent of those businesses are small businesses (employ less than 20 people).
- Approximately 10 manufacturing companies are a part of the Chamber.
- The primary activities of the Chamber center around networking. However, recently the Chamber has done some lobbying for key business issues.

Top Business Issues for the Chamber

- Commuter rail: The Chamber worked and lobbied to get the quarter-cent increase in sales tax for commuter rail.
- Maintaining business access: The Chamber wants to ensure that roads do not bypass Brigham City, but instead lead drivers through the area so that they may visit businesses.
- Healthcare reform: The Chamber is looking for ways to help businesses have insurance for themselves and their employees.

About Business in Brigham City

- Less than three percent employment in the county.
- Many workers are commuting into the city from Weber, Davis and Cache counties.

APRIL 30TH 2008—GARLAND CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Garland City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT’s statewide effort to encourage planning

and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and create a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The current population of Garland City is approximately 2100 people.
- The demographics of the city are switching from an older population to a younger population.
- Residents like the rural atmosphere and would like to preserve that characteristic of the community.

Future Growth

- The city's master plan outlines residential development in the western areas of the city and unincorporated areas.
- The city is currently annexing an area west of the city boundaries.
 - Future annexation of western areas will require an extension of water and sewer services.
- The city may annex an area from 1360 North to the city boundary of Tremonton.
- The city said that they are resolved to be a bedroom community and foresee most of their growth as residential.
- The city expects their agricultural areas to be sold for residential development over time.
- The city would like to introduce some commercial development to support the residential areas such as grocery stores, retail shops and restaurants.
- There is a group of developers that is looking at the area west of Garland and

the Old Sugar Factory area for residential development.

- A small portion of the developers has even discussed looking into developing a private, gated community.
- A recent residential development in the area is a Cluster/Conservation subdivision. This maintains areas of open space and allows developers to build high-density housing.
 - The city stated that the trick to success for the cluster/conservation subdivision is a detailed management plan for the open space and the financial support to keep the area looking nice.

Economic Development

- The city has zoned the area of 1400 South, north of the high school, for commercial development.
 - They would like to see a large grocery and/or retail store go in that area to support the projected residential growth.
- The city is working with the Governor's office to advertise an industrial site at the Garland and Tremonton Border. The site is near the railroad and the city would like to see the area developed.

Utilities

- The city needs new water, sewer and storm drains. Extension of utility service is important for them to be able to develop in the future.
- Garland has its own water source from the Bear River. Tremonton supplies some secondary water.

Transit

- The mayor said he has not seen a need or demand for transit services, but they might be nice in the future.

- The senior citizen's center provides some transportation services for shopping and entertainment.

Primary Roads

- Garland's primary roads are Main Street (Hwy 81) and East Factory Road, both state roads.
- The city is pleased with the maintenance by the state of these roads.
- Truck traffic through the city is minimal.
- In the future, the city would like to have an I-15 interchange at West Factory Road instead of 1400 North.
- While Garland is not experiencing areas of congestion, the mayor said that traffic is continuing to increase.
- Improved signage on state roads is needed for people to be able to find Garland.

Trail Systems

- The city is redoing their General Plan and will include walking trails in the plan.
- The city hopes to develop walking trails along the Malad River and through the city park.

Meeting Attendees

Mayor Richard Owen
 Brian Carver, BRAG
 Zac Covington, BRAG
 Bethany Matsumori, Wilkinson Ferrari & Co.

APRIL 23RD 2008—CORINNE CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Corinne City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Growth

- Corinne is supportive of growth, but in the 'right' way. They want to attract and build businesses first and then develop the residential areas to support the business growth.
- Wal-Mart and Procter and Gamble operate just outside of Corinne.
- Toyota is rumored to be looking at Box Elder County for building a manufacturing plant.
- The city is not ready for overnight growth.
 - › Last year they had a large property-owner selling. The land had two offers. The first was from a housing developer wanting to build 400 homes. The second was someone interested in using the land for horse property. Luckily the land was sold for horse property. This was a scare to the city because they are not prepared for that type of development to take place.
- The city is not against growth but debt is holding them back from accommodating new growth. The city wants to be financially stable and they have incurred debt used to improve some of their current services that they need to pay down.
- A new subdivision is being developed on the southwest corner of the City. Thirteen homes will go in this year, and a total of 65 new homes are expected when the area is completed. The subdivision is part of a project to help bring housing to low-income populations. They are targeting

young couples with two to four kids. Home owners are required to contribute time and labor to the construction of their home. Olene Godfrey, a community member, has developed the project.

About Corinne

- Corinne's population is approximately 600 to 700 people.
- The city has a lot of older residents who live on a fixed income.
- Zoning for the area is typically one house per acre.
- Corinne City has recently hired JUB Engineers to put together a city master and transportation plan.
 - › The plan will also look at impact fees for subdivisions to build roads and parks.
- The City would like to see aesthetic improvements made to SR-13, the city's main street.
- The railroad owns a lot of property along the city and is difficult to work with when Corinne wants to make improvements to the area.

Employment Centers

- Thiokol and Hill Air Force Base are the largest employers for Corinne City residents.
- Procter and Gamble has been "very neighborly" and willing to work with the community on issues.
- An agricultural park has been identified with 15 agricultural related companies forming in the area. Each company employs approximately 20 people.
- Wal-Mart employs approximately 600 people.
- Procter and Gamble will employ approximately 300 people, with the possibility of expanding to 1200 people.

- › Each manufacturing machine operation will employ 300 people. The plant will be able to house a maximum of four machines if the demand is needed.

Utilities

- Water needs: The city needs to fix their reservoir system. They have been running on a test pipe for nearly 15 years. The city uses spring and well water. The cost of a new reservoir is \$2 to \$3 million.
- Sewer: The sewer system has just been improved. The city added a lift system. However, a boom in growth would max out the current sewer system.

Primary Roads

SR-13

- UDOT is currently reconstructing the bridge on SR-13 in Corinne City. The new bridge will accommodate two lanes of traffic. The city believes that the bridge should be built to accommodate four lanes of traffic.
- SR-13 is used heavily by large trucks going to Thiokol, Procter and Gamble and Wal-Mart.
- The city is concerned about the safety of the intersection at SR-13 and SR-83. Traffic on SR-83 is supposed to yield to traffic on SR-13. However the current signage does not make that clear and many of the large trucks on SR-83 are not yielding.
 - › Corinne contacted UDOT about adding a traffic signal at the intersection. UDOT Region 1 stated that the area does not warrant a traffic signal.
- Truck parking: Semi-trucks are parking along SR-13 because there is no truck parking.
 - › Wal-Mart only accepts deliveries within a certain time frame. Trucks getting to the distribution center before or after that time window must wait until the next open delivery time.

- › On an average day, there may be 10 to 20 trucks parked along the route.
- › During peak delivery seasons (Thanksgiving/Christmas) there may be 30 to 40 trucks parked along the route.

SR-83

- SR-83 is in great condition. The road was built to handle the heavy industrial traffic for Thiokol.

Iowa String Road (6800 West)

- The Iowa String road is in very poor condition because of the heavy truck traffic from Wal-Mart and Procter and Gamble.
- Approximately 400 gravel trucks for the construction of the new Procter and Gamble travel the road each day.
- UDOT and the County have talked to Procter and Gamble about helping fund the repair of the road. However, no agreement has been made.
- The city would like to see Iowa String Road identified as a key trucking route, leaving SR-13 for local/county traffic.
- On the west side of Iowa String Road there is a water system canal. The roadway can not be expanded to the west.

Carpooling

- Residents recognize opportunities to carpool.
- When Thiokol was bought by ATK, the company ended the incentives program for carpoolers.
- Aging population tends to organize carpool trips for shopping and entertainment.

Recreation/Trail Systems

- Many bicyclists and runners use trails and roads around the Tremonton area and Golden Spike.

- There are some trails around the Corinne Pond.
- There is some interest to expand the trail systems in the future.

Meeting Attendees

Mayor Richard Nimori
 City Councilmember Curtis Hansen
 Brian Carver, BRAG
 Zac Covington, BRAG
 Megan James, UDOT Planning
 Andrea Olsen, InterPlan Co.
 Bethany Matsumori, Wilkinson Ferrari & Co.

APRIL 28TH 2008–PERRY CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Perry City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The city is expecting to reach their build out population of 20,000 by approximately 2030. Today the population is 4500 people.
- The city has no future plans for annexation.
- In the past ten years, the number of homes has doubled from 700 to 1400.

Utilities

- The city has enough water rights to supply culinary water to the city for peak build-out population.
- The city has a sewer agreement with Willard City and the Division of Water Quality that is capable of providing sewer service until the city reaches its build-out population.
- The area is trying to be mindful of its resources and is working to make sure that culinary water is used just for culinary purposes and not as both culinary and secondary water.
- Sunrise Engineering is working on a sewer master plan for the city. The study should be complete within six months.
- The city is interested in having Utopia provide telecommunications services. The Utopia services are needed to support big-box businesses for the area.
- Perry City is unsure of where the new Rocky Mountain power line will be located. They stated that Rocky Mountain officials have been unwilling to negotiate.

Public Safety

- The city currently has its own police department.
- Brigham City currently provides fire and medical response services.
- There are discussions of two to three small cities forming their own fire district. They would need to buy new fire equipment.

Economic Development

- Perry City wants to attract big-box businesses to that area. They have an agreement with a business to build at the Perry/Brigham City border within the year.
- The city is working on a city center renovation and plans to move their city hall downtown (west of U.S. 89).

- The city has just begun updating their master plan with JUB engineers.

Primary Roads

- The city wants to make sure that they have good business access to the areas they plan to have developed commercially.
- Business access will need to be improved at the intersection of 1100 South and Hwy 91 for a new development that is going in on the border of Perry and Brigham City.
- In the future, the city would like to see a road underneath I-15 to connect Point Perry (west side of I-15) to Perry's commercial development (east side of I-15).
 - › The city is working with the Bird Refuge to get access to Point Perry.
- More north-south routes are needed in the area. The primary north-south route is U.S. 89, the city's main street.
- A future intersection may be needed into Perry. Potential locations for the intersection could be the rest stop/truck area on I-15 near Perry or building a bridge at 2950 South.
- UDOT is currently redesigning the 1100 South overpass.
 - › The intersection is poorly signed and traffic backs onto I-15.
- UDOT is currently making improvements to U.S. 89.
 - › Residents would like to see the speed lowered on U.S. 89 from 50 mph to 40 mph.
 - › The area along the road is zoned commercial and businesses would like to slow traffic to attract more customers.
 - › They would like to see curb, gutter and sidewalks widened along U.S. 89.
- Perry and Brigham Cities are working on a new street from 1200 South to 1400 South at U.S. 89, along the east side of Wal-Mart.

Transit/Van Pools

- Perry, Willard and Brigham City are collecting extra sales tax for commuter rail.
- The city is trying to preserve a corridor to build track in the future.
- Commuter rail will only make stops every six miles. It is not known where the stops will be in Box Elder County.
- The city has not seen much ridership with bus service in the area.
- Some residents utilize UTA vans to travel to Hill Air Force Base.
- The city is supportive of a Park-and-Ride lot near Brigham City to support commuter rail.

Employment

- Employment is split between Brigham City and Ogden. Some residents commute to Salt Lake City.
- The area also has a large retired population.

Schools

- There is a need for more elementary schools in the area. The current schools are full.
 - › Willard Elementary has grades K to 1st grade. Perry Elementary has the 2nd to 6th grades.

Trails and Pathways

- The city approved their trails master plan last year.
- The city received a grant through the GOPB to pay for trails and improvements.
- They also received a joint grant with Brigham City to look at architectural design of the trails.

Meeting Attendees

Mayor Jerry Nelson
Duncan Murray, City Administrator and Attorney
Rachel Tribe, Assistant City Planner
Brian Carver, BRAG
Tim Boschert, UDOT Planning
Andrea Olsen, InterPlan Co.
Bethany Matsumori, Wilkinson Ferrari & Co.

MAY 16TH 2008– WILLARD CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Willard City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The current population of Willard City is approximately 1650 to 1700 people.
- At its peak, the city was growing by 20 houses a year. That has tapered since 2007.
- Most of the residents are not supportive of the growth or change in the area. They want to maintain the open space, fields and views.

Roads

- The city is planning and preserving land for a future road running north-south along 200/300 West.

- › The road will connect to Perry at the Wal-Mart location.
 - › The road will be one lane in each direction with a landscaped median.
- Willard City has three gravel pits that primarily use U.S. 89 and SR-315.
 - › Most of the Willard gravel is going to developments south of Box Elder County.
 - › The city spoke to UDOT about getting a light at the intersection of SR-315 and U.S. 89 because of the heavy truck traffic.
- The city would like to see curb and gutter added to U.S. 89 in the future. Currently there is a drainage problem along U.S. 89 in Willard.
- The city does not want U.S. 89 widened in the future.
- In the future, I-15 will probably need to be widened to three lanes in each direction.

Transit

- The city has identified an area at 750 North and 600 West for a Frontrunner station.
- A Frontrunner station will first be built in Brigham City and then they will phase in a station at Willard.
- The city is hoping that Frontrunner will be open by 2012 (at the earliest) or 2015. The timing will depend on funding for the project.
- Currently there are UTA Express Bus services on U.S. 89 from Brigham City and Ogden. The city said that there may be a need to increase express bus service in the future.
- UTA is currently doing a study in Box Elder County and Pleasant View to look at building new track for Frontrunner instead of using a shared track with Union Pacific.
- There was question about when Frontrunner will be opening in Pleasant View.

- The city would like to know what the future travel times will be for commuters using Frontrunner to get to Salt Lake City, Ogden and Brigham City.

Fruitway Study

- Years ago there was a study done on U.S. 89 for the "Fruitway Corridor."
- There was a lot of competition between the orchard owners and it was difficult to build support for the "Fruitway Corridor" which would have required a cooperative marketing effort among the orchards.
 - › Most of the small orchards have now sold out to the larger owners.
- The orchards are zoned for half-acre residential. The city has spoken with developers letting them know that they like to preserve some of the orchards as a buffer from residential development and U.S. 89.

Residential Development

- A new subdivision with 150 single-family homes is expected to begin within the year.
- There is a possibility of another subdivision of 200 single-family homes to begin in the next two to three years

Commercial Development

- The city is planning for future commercial development to be around 750 North and 600 West.
 - › The city would like to have a Frontrunner station at 750 North and 600 West.
 - › The city would like the 750 North development to look "campus style," with landscaped medians, trees and potentially a trail from Willard Bay State Park.
- The city would like to build a mixed-use, transit-oriented development around the Frontrunner Station that allows for higher housing densities.

- Grocery stores, “small-marts,” fast food chains and hotels are all possible commercial developments the city expects to see in the future.
- Currently, Willard residents drive to Perry, Brigham City or Riverdale for shopping.
- The city would also like to maintain some of the many historic properties by turning the downtown area (100 East to East Center Street) into a commercial neighborhood.
- The city does not expect industrial development because they don’t have a large enough area of land needed for that type of development.
- Most of the commercial zoning within the city is for five-acre lots.
- The city is hoping to preserve their unique characteristics and does not want to sell out to large franchises.
- The city believes that Brigham City and Tremonton will see the largest growth.
- Willard City wants to grow into a “boutique town” in the future to preserve their local character.
- The city has several small property owners instead of a few large property owners. Residents are starting to sell their lands to developers.

Annexation

- South Willard is currently a part of unincorporated Box Elder County. The area will likely be annexed into Willard in the future.
- South Willard does not want to annex because they do not want to raise their taxes.
- South Willard’s population is nearing that of Willard City at approximately 1650 residents.

- Development in the area has been poorly planned and haphazard and the city said it has been a problem for the county.
 - › They suggested contacting Kevin Hamilton with the county and a representative from the South Willard Planning Commission.
- A new bond for the area’s sewer system has a clause that states that Willard will have to work with South Willard to provide sewer services. The city plans to charge South Willard a fee for the sewer services.

Utilities

- Willard City does not have sewer services. The city says that has been a key factor in keeping growth low in the city.
- The city is planning for sewer services in the next few years.
- The city charges development impact fees for water and sewer. They do not charge impact fees for roads or parks.

Meeting Attendees

City Councilmember Mitch Zundel
 City Planner Jay Aguilar
 Brian Carver, BRAG
 Zac Covington, BRAG
 Matt Riffkin, InterPlan Co.
 Bethany Matsumori, Wilkinson Ferrari & Co.

MAY 29TH 2008–ELWOOD TOWN

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Elwood Town to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

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preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The current population of Elwood is approximately 1100 to 1200 people.
- About 90 percent of the town is residential and agricultural.
- The town believes that in 20 to 30 years they will be bigger than Tremonton. This is due to:
 - › The closer proximity and accessibility to I-15.
 - › The town has more developable land.
- The demographics of Elwood are changing to younger families with higher incomes.

Primary Roads

- Rocket Road (10400 North) is the primary east/west route to and from Elwood and Tremonton.
 - › The city believes that 80 percent of the traffic on the road is from Tremonton residents.
 - › The road is a city road (split between Elwood and Tremonton) and is in need of major pavement repairs.
- 9600 West has the potential to be a main street for Elwood in the future because it is near residential development.
- The intersection of 9600 West and SR-13 has become increasingly dangerous due to congestion and low visibility.
- The 8800 North overpass for I-15 needs to be widened. The bridge is approximately 30 years old and cannot accommodate

the width of large trucks safely. There are also problems with sight limitations at the Frontage Road.

- Widening of SR-102 has already been included on the STIP. The town believes that when the road is improved, more traffic will use the road.
- The town says they have little money to put into road improvements.
 - › The town does have an impact fee schedule for new development to pay for roads and water.
- The future sewer line will probably run near the town's roads. The town wants to identify a line for the sewer system before they begin replacing or building new roads.
- New subdivisions are required to put in new roads.
- The town would like to see landscaping and aesthetic features for the I-15 interchange at Elwood.

Residential Growth

- The town is zoned for half-acre lots.
- The town believes most of their future growth will be residential.
- Heavy truck traffic from the construction vehicles is causing the roads to deteriorate and wear quickly.
- Roy City and Elwood Town are approximately the same physical size (3500 acres). In 50 years, Elwood believes it could be the same size as Roy.
- Last year there were 30 homes built within the town.
- Residents still want to preserve agriculture, but most farms are expected to be sold for residential development in the future.

Commercial Development

- Elwood believes that they will have some commercial development around the I-15 interchange. Currently there is a large gas station/truck stop at the off-ramp.
- Grocery stores, restaurants, hotels and car dealerships are potential businesses that could be developed in the area.
- The town says that they will need a sewer system before they can attract commercial development. The town also needs commercial development to help finance the sewer system.

Utilities

- The town expects their water system to reach maximum capacity within five to 10 years.
- The town expects to have a sewer system within the next couple of years.
- Elwood received a grant/loan from the state to conduct a sewer study.
- Corinne, Bear River City, Honeyville, Elwood and Deweyville are forming their own fire district.

Transit

- Elwood is supportive of transit services being extended to Brigham City from Salt Lake and Ogden.
- In 20 to 50 years, the town predicts that transit service will need to be extended to Logan.

Trail Systems

- There is potential for a trail system along the Bear River that would connect Honeyville, Elwood and Bear River City. Nothing formal has been discussed and should be looked into in the future.

Meeting Attendees

Mayor Lynn Hardy
City Councilmember Keenan Nelson

Brian Carver, BRAG
Zac Covington, BRAG
Bethany Matsumori, Wilkinson Ferrari & Co.

MAY 29TH 2008–DEWEYVILLE TOWN

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Deweyville Town to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The current population of Deweyville is approximately 230 to 300 people.
- The population is primarily middle-aged couples with families. There are some young families.
- Residents are resistant to growth and would like to maintain their small town.

Primary Roads

- The primary north-south route for Deweyville is SR-38.
 - › The city has plans for future city roads to connect to SR-38 from the east.
 - › SR-38 may need to be expanded in the future to meet the growth needs in the future, but today traffic flows smoothly.

- Future city roads may be needed to connect to SR-102 just southwest of the railroad line where a future residential development might be built.
- There is heavy truck traffic on SR-38 and SR-102, primarily traveling to and from the gravel pits.

Residential Development

- The town expects to see approximately 10 percent residential growth each year for the next five to 10 years.
- The city collects impact fees for roads and water services. Those fees were established in 2006.

Commercial Development

- The town would like to see a café or convenience store develop at the corner of SR-38 and SR-102.

Utilities

- The town is currently replacing the water system. There is a moratorium on water connections within the town, which has kept growth low.
- 576 new water connections will be available with the new system and lift of the moratorium in fall 2008.
- There are no immediate plans to build a sewer system within the town. The mayor expects that if they build a sewer system they will work with Honeyville to develop the system.
- Corinne, Bear River City, Honeyville, Elwood and Deweyville are forming their own fire district.
- There has been talk about building a dam on the Bear River to create a reservoir to provide drinking water to Salt Lake County.
 - › Currently the state is conducting a feasibility study for a dam at the Bear River, north of Deweyville.

Railroad

- Trains are stopping on the tracks at railroad crossings and preventing people from being able to travel east and west.
 - › The new fire district will provide a fire truck on both the west and east sides of the track to make sure those emergency service vehicles are not blocked by trains if they need to respond.

Transit

- The mayor stated that eventually transit service, such as commuter rail, would need to be expanded into Logan from Salt Lake City and Ogden.
- A possible route for the extension of commuter rail to Logan would be on the old Bamberger railroad line that runs through Deweyville.

Trail Systems

- The town has a trail that runs from the cemetery to the church and a walking and bicycle path at the town park.
- There is potential for a trail corridor along the Bear River bed for bicyclists, pedestrians and horses. So far, there has been no study or community discussion about the possible trail.

Meeting Attendees

Mayor Robert Thayne
 Brian Carver, BRAG
 Zac Covington, BRAG
 Bethany Matsumori, Wilkinson Ferrari & Co.

MAY 29TH 2008—HONEYVILLE CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Honeyville City leaders to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to

identify common themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The current population of Honeyville is approximately 1400 to 1500 people.
- Honeyville has annexation possibilities to the south and west of the Bear River, to the border of the Bear River City limits.

Primary Roads

- The primary roads for Honeyville are SR-38 and 6900 North.
 - › The intersection at SR-38 and 6900 North is dangerous because of low visibility, high speeds and heavy truck traffic.
- The city would like to see a four to six foot shoulder added to SR-38 and to re-align the road to eliminate the dangerous curves and blind spots.
- A deceleration lane or road widening on SR-38 should also be reviewed.
 - › Trucks making left-hand turns onto the road often take up more room than the length of the current lanes.
- The land surrounding SR-38 is primarily used for farming now.
- The Honeyville Planning Commission is currently working on their master road plan.

Residential Development

- The city is seeing an average of 10 new homes built each year.
- Subdivisions in the area typically consist of between 15 to 30 homes.
- Honeyville expects that most of their growth will be residential and plans to become a "bedroom community" to the growing economic centers in Box Elder County.

Commercial Development

- The city would like to see some type of commercial development, such as a grocery or convenience store, built near 6900 North.
- The Honeyville Grain Company is expected to expand their operations in the future.
- Honeyville leaders have heard that another large furniture company is looking at buying the La-Z-Boy factory to produce its own furniture.
- City leaders expect most of the new economic growth to be in Corinne and Bear River City.

Trucking

- The city estimates that approximately 150 gravel trucks travel in and out of the CMC Gravel Pit in Honeyville everyday.

Utilities

- The city currently uses septic systems and there are no immediate plans to build a sewer system.
- Honeyville has significant water rights and provides water services to residents.

Transit

- The city stated that transit service could be a benefit in the future to get people to major shopping and entertainment centers.
 - › Most residents split their shopping between Ogden, Brigham City and Logan.

- The city thought that UTA may look at expanding commuter rail on the Old Union Pacific line at the south end of Honeyville.

Bicyclist and Pedestrian Trails

- The city would like to see bikers banned from using SR-38 because of the safety risks associated with the high-speed traffic and narrowness of the road.
- Wider shoulders on SR-38 or a bike lane would help with the bike traffic. Alternate bike trails have not been identified by the city.
- There is a walking path along the old Union Pacific railroad; however, Union Pacific has expressed concern over the trail.
- A trail system along the Bear River is a possibility.

Impact Fees

- The city currently charges impact fees for water, storm drain and parks/recreational services.
- The city will look into the possibility of assessing road impact fees.

Meeting Attendees

City Councilmember Richie Aoki
 City Councilmember Dave Forsgren
 City Recorder/Zoning Admin. Emily Ketsdever
 Brad Humphreys, UDOT Region 1
 Brian Carver, BRAG
 Zac Covington, BRAG

APRIL 30TH 2008—BRIGHAM CITY

Purpose of Meeting

Representatives from the Emerging Area Plan team met with Brigham City to discuss local community issues related to transportation and growth. These issues will be compared with other cities in the area to identify common

themes and goals, future needs and potential solutions to manage these issues.

The Emerging Area Plans are part of UDOT's statewide effort to encourage planning and preparation for Utah's future. It is an opportunity for local government entities, UDOT and the communities to begin discussing transportation needs and creating a vision and plan that will guide decision-makers for years to come.

The following is a summary of the issues that were shared during the meeting.

Population

- The city's build out population estimate is 50,000 to 55,000. They expect to reach that by 2050.

Utilities

- The city is building water and sewer lines to support the Procter and Gamble site. The city expects small communities to incorporate along the line in order to utilize the water and sewer services.

Growth

- The city believes that unincorporated areas along the new water and sewer lines running to the Procter and Gamble site will choose to incorporate into Brigham City for those services.
- The city says the majority of future growth for Brigham City will come through annexation.

Economic Development

- The city is planning industrial development around 1100 South.
- A big-box store is going to be built at the border of Brigham City and Perry.
- There are discussions and planning for a development along Forest Street that would have hotels, businesses and office space.

- The city is trying to find types of developments that would work near the Bird Refuge.
- The city is planning for transit-oriented development for commuter rail.
- Future development could occur at the old Native American School that would allow for high density and would impact transportation.
- The area around the airport is zoned for industrial and commercial use.
- The city is hoping to attract high paying jobs to the area over the next 30 years.
- St. George City has approached Brigham City about being their summer hub for the St. George sporting programs.
 - A sports complex would be built to hold all of the sporting events.
 - This would bring increased tourism to the area. Four hotels have already expressed interest in the idea and in Brigham City
- 200 South needs to be expanded to include a cloverleaf off ramp to allow southbound traffic on SR-90. The overpass is in poor shape and needs a reconfiguration.
- Improvements are needed on 200 South in the future for Cache County residents to access commuter rail.
- The city is looking to purchase land at 200 South for a Park-and-Ride lot.
- The intersection at I-15 and 1100 South is dangerous; traffic is backing onto I-15. UDOT is currently redesigning the area.
- The city would like to tie 1500 North into an intersection at SR-13.
- The area is currently raw land, but residential development is likely in the future.
- 2600 West is a county road and a main corridor that the city plans to build local roads around.
- 200 South to Main Street (SR-90)—because the road is a state route, the city has no authority to slow truck traffic in the area. The city does not want heavy truck traffic running through the city.
- In the future, the area may need a new access road to the airport.
- Many of the large companies in the county use the airport for their corporate jets. Procter and Gamble, Nucor and Autoliv also receive inventory from airplanes.
- I-15 may need a future interchange at the cement plant remains.

Trail Systems

- The city has looked at the possibility of tying their trail system to the Bonneville Shoreline trail. The trail currently ties into the Shoshone trail.
- Brigham City owns the reservoir in Mantua. They are expanding the restrooms, trail system and boat ramp.
- The city's trail plan may be updated to accommodate commuter trails.
- The city is also looking at the possibility of trails into Box Elder and Mahogany canyons.

Primary Roads

- The city will be submitting an application to FHWA to improve access on 1200 West.
- The city would like to extend 450 West so that it ties into 1200 or 1400 South.

Residential Development

- Mahogany Canyon is a potential area for high-end residential development.
- Developers are looking at getting an access road to the canyon. The road study showed that it would be difficult to build/design a road for the canyon.

- If Mahogany Canyon were developed, it would most likely be annexed into Brigham City.
- The city is looking for sustainable growth and wants to build a strong workforce in the area with residential development to support the business.

Meeting Attendees

Mayor Lou Ann Christensen
Bruce Leonard, City Administrator
Jared Johnson, Building Official
Kent Jones, City Engineer
Brian Carver, BRAG
Megan James, UDOT Planning
Andrea Olson, InterPlan Co.
Bethany Matsumori, Wilkinson Ferrari & Co.



BOX ELDER EMERGING AREA PLAN

APPENDIX B: SHORT-TERM ISSUES

SHORT-TERM ISSUES

The following issues were raised by the cities during meetings with the Emerging Area team. They are listed here to ensure they get assigned for resolution.

INTELLIGENT TRANSPORTATION SYSTEMS

There is a desire to better understand 511 and other ITS systems and to improve the reliability of information for the Box Elder County area. (SC)

TRAFFIC SIGNALS

Tremonton is currently waiting for a traffic signal to be added to SR- 102 at 1000 West.

Willard City has requested a light at the intersection of SR-315 and U.S. 89 because of the heavy truck traffic and the fact that it is a freeway junction.

SIGNAGE

The signage between Tremonton and Garland cities is confusing. The coordinate address numbers differ within each city and they do not match with the county numbering system. The mayor would like to see street signage that lists the city and county address.

Better signage leading truck traffic to Wal-Mart and Procter and Gamble is needed. Trucks get lost and stray into Bear River City.

SR-13 DESIGN/CONSTRUCTION

UDOT is currently reconstructing the bridge on SR-13 in Corinne city. The new bridge will accommodate two lanes of traffic. The city believes that the bridge should be built to accommodate four lanes of traffic.

CONSTRUCTION-RELATED TRUCK TRAFFIC

There is a concern about the impact to roads from increased truck traffic during construction of major facilities—570 gravel truckloads travel SR-13 to the construction site of Procter and Gamble each day. UDOT and the county have talked to Procter and Gamble about helping to fund the repair of the road. However, no agreement has been made. Parking could be provided for these large trucks at the gravel pits. (Corrine; Bear River)

INTERCHANGE

The interchange/intersection at I-15 and 1100 South in Brigham City is dangerous and traffic is backing up onto I-15. UDOT is currently redesigning the area.

INTERSECTIONS

Two cities raised safety concerns about the SR-13 and SR-83 intersection. Traffic on SR-83 is supposed to yield to traffic on SR-13. However the current signage does not make that clear and many of the large trucks on SR-83 are not yielding. UDOT has been contacted about adding a traffic signal at the intersection. UDOT Region 1 stated that the area does not warrant a traffic signal, however the desire for a signal remains. (Corrine, Bear River)

ACCESS UPGRADES

Brigham City will be submitting an application to FHWA to improve access on 1200 West.

RAILROAD CROSSINGS

Trains are increasing in the area. None of the railroad crossings have arms to block traffic from trains. (Bear River)

DRAINAGE

Willard City stated that there is currently a drainage problem along U.S. 89 in Willard City.

BOX ELDER EMERGING AREA PLAN

APPENDIX C: SUMMARY OF PUBLIC WORKSHOP

WORKSHOP OVERVIEW

On July 30, 2008 UDOT held a public open house and workshop regarding the Box Elder County Emerging Area Plan. The objectives of the meeting were to introduce the purpose and process of the Emerging Area Plan, to discuss the plan's three transportation scenarios and to listen to the public issues and concerns.

Meeting attendees were divided into three groups to discuss the three scenarios for the Emerging Area Plan: Inter-regional Connections, Local Circulation and Connecting Activity Centers. Each attendee spent 20 minutes in a discussion group for each scenario.

DISCUSSION SUMMARY: SCENARIO 1 - INTER-REGIONAL CONNECTIONS

The participants stated that from an economic development perspective there is support for increasing the areas inter-regional travel but preserving the community character is also important. Attendees said that residents of Box Elder County are not opposed to growth, but rather they want to make sure that their quality of life and the uniqueness of Box Elder County is maintained for the future.

Residents would like to keep truck traffic out of the city and town centers to maintain the community character of the area. Additionally, the concept of wide, high-volume traffic on streets in downtown areas (specifically Brigham City) is not appropriate.

SR-38 is not suitable as a principal arterial. It is a winding, rural road that is very scenic and local in nature and the community would like to see it preserved as such.

Workshop participants also discussed the transit issues as outlined in the scenario. Many suggested creating a coordinated transit network with a transit loop and extending CRT to Tremonton. The transit loop would go north (west of SR-38) from the intermodal hub to SR-30 heading west on SR-30 then south along I-15 and Iowa String Road and then head east along SR-83 to reconnect with the Intermodal Hub. Some suggested extending 1200 West from Forest Street south to connect into the intermodal hub along 800 West.

Most attendees stated that the county needed identified bike routes. There were concerns about bicycle safety on high-speed roads with little to no shoulders. An attendee requested that the UDOT roads with shoulders should be swept on a regular basis. Participants supported the concept of a trail separated from the heavy traffic and high-speed roads and some had a desire for a bike trail on Forest Street out to the Bird Refuge in Brigham City.

The following are comments discussed during the Inter-regional Connections group discussions:

Growth

- From an economic development perspective there is support for increasing the areas inter-regional travel but preserving the community character is very important.
- It is a balancing act to preserve what we have while planning for growth, increased population and development.
- We want the growth we just don't want to look like Davis County.
- Downtown main streets need to be preserved.

- Provide an alternative to SR-89 or widen I-15 more.

Transit

- Provide a coordinated transit network.
- Extend commuter rail transit to Tremonton.
- Create a transit loop going north on SR-38 from the intermodal hub to SR-30 heading west on SR-30, then south along I-15 and Iowa String Road and then heading east along SR-13 to reconnect with the Intermodal Hub. A shorter loop which provides east-west movement between the north-south lines at 7200/6900 North should also be considered.

Road Functions

- Extend 1200 West from Forest Street south to connect into the Perry commercial area on U.S. 89/91.
- Make the east/west collector between Garland (1400 South) and Tremonton (1000 North) a minor arterial.
- Iowa String Road should be a principal arterial road. The time is right to preserve the ROW now before more development occurs.
- Extend the road that connects with I-15 at 6900 North, turning into 7200 North, west to connect with Iowa String Road.
- Make all of SR-13 a minor arterial from I-15 north to SR-102.
- No support to change SR-38 to a principal arterial.
- No support for a principal arterial along Main Street in Brigham City.
- Upgrading SR-30 to a principal arterial is a good idea.

Truck Traffic

There is a question about making a more direct connection between I-15 and Iowa String Road to help keep truck traffic out of downtown areas.

- Provide a full interchange at the junction of U.S. 89/91 and SR-90 to keep gravel trucks off of Main Street in Brigham City.

Bike Trails

- Support for the bike trail adjacent to Highway 89.
- Bike travel would benefit from UDOT regularly sweeping the shoulders of U.S. 89 to accommodate the bike riders.
- Provide a bike trail on Forest Street out to the Bird Refuge.

Road Safety

- 'Y' intersection on SR-13 and SR-83 in Corinne is a dangerous intersection and needs to be fixed.
- Brigham City would like a railroad overpass on 4th Street.
- Need a traffic light at SR-315 and U.S. 89.

DISCUSSION SUMMARY: SCENARIO 2 - CONNECTING ACTIVITY CENTERS

Participants in the Connecting Activity Centers workshops discussed several ideas and options for this transportation solution. Comments focused on five topics including: freeway interchanges, roadway widening, transit service, pedestrian/bike alternative modes and truck routes.

One of the drawbacks all three groups identified in the Connecting Activity Centers scenario was the limited number of activity centers. The project team identified Brigham City and Tremonton as activity centers based on their large population base. However, most participants thought this was too limiting and wanted to increase the number of activity centers.

Residents expressed concern about Iowa String Road. Most comments focused on the theme that Iowa String Road has too much truck traffic. One participant stated he would like to see Iowa String Road as a principal arterial road. Interchanges on this road were also a concern and specifically mentioned were the Elwood interchange and potential I-15 interchange.

Participants also mentioned the need to increase transit service in Box Elder County. The idea of increasing transit service off the freeway was discussed and one resident stated the need for increasing off-freeway transit to connect communities with industries. Participants also noted it would be nice to have transit to parks such as the Bird Refuge and Golden Spike.

The following are the comments discussed during the Connecting Activity Centers group discussions:

Bicycles/Pedestrians

- U.S. 89 is currently used as a bicycle/recreational route. This route can also be used as a commuter route.
- Bicycle access to U.S. 89 and SR-315 should be long-term.
- A bicycle route to the Bird Refuge would be great.
- A bike lane should be extended along U.S. 89 and SR-38.
- U.S. 89 and U.S. 91 are great for trails and bikers.
- Hwy 38 needs a separate bicycle path along the road.
- Future bicycle routes should connect to the Bonneville shoreline trail to serve bikers/hikers.
- Many bikers travel through Bear River City. A designated bike path in that area is needed.

Transit

- Transit services should run along SR-13 and Iowa String Road to provide communities with better access to the key employment areas.
- The group supported the scenarios proposed for commuter rail and bus routes
- Transit is not needed along I-15. Transit should serve the communities.
- Transit attention and money should be focused on serving the recreational areas, such as the Bird Refuge and Golden Spike. Buses should be available to and from these key areas.
- The benefits of extending commuter rail and transit service to ATK and other industrial centers should be considered.

Freeway Interchanges

- The current I-15 interchanges are currently working well and are located at the right access areas. Some of these interchanges may need upgrading.
- A new interchange on I-15, east of Bear River City, may be needed.
- They should look into a cloverleaf interchange at Iowa String Road.

Road Functions

- Roads west of U.S. 89 can help to remove some of the north-south traffic from U.S. 89.
- U.S. 89 should remain a low-speed road. I-15 should be used for high-speed traffic.
- There are safety concerns on U.S. 89, particularly for school children and bicyclists.
- More traffic signals are needed on U.S. 89.
- Another principal arterial is needed between U.S. 89 and I-15.
- The Bamberger rail line through Brigham-Willard cities could be used as a future arterial road.

- The group liked that the Iowa String Road was identified as a principal arterial. They would like to see the road turn east at 9600 North to connect to the I-15 interchange.
- If Iowa String Road is upgraded to a principal arterial, the area will need an interchange from I-15.
- Iowa String Road should tie into the Elwood I-15 interchange.
- The scenario could be improved by adding an alternate route to I-15.
- SR-13 should be studied further to determine what type of road it should be. It might not need to be a major arterial.
- 12th West in Brigham City should be extended to make a minor arterial in Perry.
- 200 South in Brigham City should be a collector street.
- The Deweyville main street should be maintained as a local/collector road with two lanes and low speeds.

Truck Traffic

- A four-way interchange at the mouth of the canyon, near the gravel pits, would help traffic flow and the truck traffic through the area.

Road Safety

- The current configuration of the 'Y' interchange in Corinne should be maintained.
- A merge lane to the 'Y' interchange could be added.
- There are safety issues with ATK vehicles making turns into railroad areas.

DISCUSSION SUMMARY: SCENARIO 3 - LOCAL CIRCULATION

The participants stated the Local Circulation scenario best maintains the rural character of the Box Elder communities. Attendees said that

residents of Box Elder County are not opposed to growth, but rather they want to make sure that their quality of life and the uniqueness of Box Elder County is maintained for the future.

One of the drawbacks that the group identified from the scenario was that it does not serve the people traveling from outside counties into Box Elder County for employment. Also, one attendee stated that Cache County only has access to I-15 through Box Elder County and that the scenario needed to take that into account.

Residents had some concern about the current east/west routes through Box Elder County and said that those roads needed to be reviewed closely to make sure that they can manage future traffic demands.

Increasing truck traffic through the local communities was a concern of many residents. Attendees stated that truck routes needed to be identified in the scenario. Residents would like to keep truck traffic out of the city and town centers to maintain the safety of the local roads. Many suggested that the Iowa String Road should officially become a truck route.

Workshop participants also discussed the transit issues as outlined in the scenario. Most agreed with the identified transit line, but suggested adding service to the key employment centers and along Hwy 38. They also stated that transit service needed to be frequent and reliable. One attendee stated that Tremonton was concerned about "retail leakage," the idea that transit would make shopping outside of the community more accessible and hurt local businesses.

Most meeting attendees stated that the county needed identified bike routes. There were concerns about bicycle safety on high-speed roads with little to no shoulders. Residents said that bicycle routes should be separated from the heavy traffic and high-speed roads.

The following are comments made during the Local Circulation group discussions:

Growth

- The strength of the local circulation scenario is that it preserves the rural atmosphere of the area.
- People are not opposed to growth, but they want to make sure that they maintain their quality of life, hometown feeling and community and family orientation.
- Meeting attendees believe that growth will first occur around the existing roads.

Bike and Pedestrian Facilities

- Hwy 38 carries a lot of bicycle traffic and could benefit from the addition of bicycle amenities.
- Concern over bicycle safety throughout the county because of small road shoulder widths along high-speed roads.
- U.S. 89 needs a bike lane (now!).
- There should not be a bike lane on U.S. 89.
- The area needs an alternate bike route from Weber County to Brigham City.
- Bike routes need to be separated from the road.
- Possible bike route near the Front Runner Line would be good in the future.
- Iowa String Road is not a good route for bikers.
- Many bikers currently bike through Bear River City (parallel to Iowa String Road). An official bike route should be created in that area.

Truck Issues

- Increasing truck traffic is a safety issue in the small communities.
- The scenario needs to identify designated truck routes that will help channel the traffic away from city centers.

- 1100 South at 500 West and 1100 South at Main Street have seen an increase in car accidents because of the increased traffic.
- Iowa String Road is a major trucking route and should be identified and planned as a truck route.
- East-side gravel pits from 100 North to 200 South in Brigham City are also generating a lot of truck traffic.
- Many of these trucks are using the local roads through the communities.
- Gravel pits do not have a good southern route to travel and must head west through the communities before turning south.
- A meeting attendee believed that a request had been submitted to UDOT Region 1 to look into this issue.
- Iowa String Road should be a minor arterial in the future. The county and UDOT have discussed the possibility of Iowa String Road becoming a state route.

I-15

- Cache County's main access to I-15 is through Box Elder County. This scenario does not address that well.
- A new interchange at Call's Fort should be added to keep Bear River City residents apart from the Thiokol/ATK truck traffic.

Transit

- Tremonton is concerned about "retail leakage" that might occur if transit services become available in the area, making it easier for residents to shop outside of the community.
- To improve transit service in this scenario, transit should connect north on SR-38.
- Transit services should run to the key employment centers: Wal-Mart, Procter and Gamble, Thiokol/ATK and Toyota.

- Transit should also be improved to connect Cache, Weber and Davis County employees to the key employment centers.
- Bus connections from transit areas (hubs) should be improved.
- The frequency and reliability of transit service must be increased.
- Kent Jorgensen from UTA should be contacted to ask about the success of UTA's "The Lift" service pilot program.

Road Safety

- 'Y' intersection on State Route 13 and 83, in Corinne and Bear River City is a dangerous intersection. The cities have contacted UDOT Region 1 about the intersection.

Scenario Improvements

- The scenario needs to identify a major road that will serve truck traffic and public transit.
- A transit line should loop through Corinne to Bear River City in addition to the current scenario's proposed transit service.
- The map for the local circulation scenario should show a collector street in Brigham City at 1200/1000 West heading north to SR-13.
- Commuter rail should be shown further west in Brigham City on the local circulation map.

Strengths

- The scenario is good for residential areas.
- The scenario maintains the area's "rural atmosphere."
- The scenario maintains the character of the community and the main roads.

Weaknesses

- A drawback with the local circulation scenario is that it does not serve the people coming from out of the county for work. Box Elder County is a key hub for manufacturing and draws a lot of people from outside of the county for work.
- The scenario needs an identified truck route (Iowa String Road).
- The scenario does not focus on getting employees to the major employment/ industrial centers.
- The scenario needs to identify roads to handle heavy truck traffic.

Questions

- Are local roads adequate to manage the traffic for east/west traffic? There has been increased congestion on east/west roads.
- Is there a plan to provide an I-15 alternative in Box Elder County?

